



# Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

MANY WOMEN TO-DAY  
NOT ONLY RELIEVE  
THEIR EYES FROM OVERSTRAIN  
BUT THEY  
IMPROVE THEIR PERSONAL  
APPEARANCE  
BY WEARING  
LAZARUS' DIMLESS GLASSES  
23, Queen's Rd. Cent., Hongkong.

No. 19,528.

號八廿百五千九萬一第

日六廿月一十年庚

HONGKONG, TUESDAY, JANUARY 4TH 1921.

二拜禮 號四月正年十國民華中

PRICE, \$5 PER MONTH.

## INTIMATIONS

### ALLSOPP'S

### BRITISH

### PILSENER BEER

BREWED AND BOTTLED AT  
BURTON-ON-TRENT.

SOLE AGENTS:

### CALDBECK

### MACGREGOR & CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

## CARTRIDGES!

### NEWLY ARRIVED.

A large consignment of **ELLY'S**  
SPORTING CARTRIDGES, 12, 16,  
and 20 bore loaded with the Sportsman's  
favourite powder—B. O. and SMOKELESS  
DIAMOND.

THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 4-6, Beaconsfield Arcade.

### A LING & CO.

19, Queen's Road Central,  
HONGKONG.

### FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and  
Mirror-Making.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

### FRENCH LESSONS

G. MOUSSIGN.

15, Morrison Hill Road.

### PEAK TRAMWAY CO.

LIMITED.

#### TIME-TABLE.

**WEEK DAYS**  
7.00 a.m. to 8.00 a.m. every 15 minutes  
8.00 " 9.30 " 10 " 15 "  
9.30 " 11.00 " 15 " 15 "  
11.30 " 12.30 p.m. 15 " 15 "  
12.30 p.m. 2.30 " 10 " 15 "  
2.30 " 5.00 " 15 " 15 "  
5.00 " 8.10 " 10 " 15 "

**SHERRY CARS**  
8.50 p.m. 9.00 p.m. 9.30 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

**SATURDAY**  
Extra Car—12 midnight.

**SUNDAY**

7.30 a.m.  
8.00 a.m. to 10.30 a.m. every 15 minutes  
10.30 " 11.00 " 10 " 15 "  
11.30 " 12.00 noon 15 " 15 "  
12.00 noon 1.00 p.m. 10 " 15 "  
1.00 p.m. 5.30 " 15 " 15 "  
5.30 " 8.00 " 15 " 15 "  
8.00 " 8.30 " 10 " 15 "  
8.30 " 8.50 " 10 " 15 "

As on Week Days.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and month tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season tickets will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Cash. Under no circumstances  
will Bank Notes be accepted.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after TUESDAY, November 2nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

| Stations                    | No. 1 | No. 2   | No. 3   | No. 4 | No. 5   | No. 6   | No. 7 | No. 8   |
|-----------------------------|-------|---------|---------|-------|---------|---------|-------|---------|
|                             | Local | Through | Through | Local | Through | Through | Local | Through |
| CANTON (Chai Sha Tsai) dep. | 7.30  | 8.30    | 9.30    | 10.30 | 11.30   | 12.30   | 1.30  | 2.30    |
| SEK KONG dep.               | 7.40  | 8.40    | 9.40    | 10.40 | 11.40   | 12.40   | 1.40  | 2.40    |
| Sam On dep.                 | 7.50  | 8.50    | 9.50    | 10.50 | 11.50   | 12.50   | 1.50  | 2.50    |
| Sham Shui dep.              | 8.00  | 9.00    | 10.00   | 11.00 | 12.00   | 1.00    | 2.00  | 3.00    |
| Yau Tei dep.                | 8.10  | 9.10    | 10.10   | 11.10 | 12.10   | 1.10    | 2.10  | 3.10    |
| Yau Tei dep.                | 8.20  | 9.20    | 10.20   | 11.20 | 12.20   | 1.20    | 2.20  | 3.20    |
| Yau Tei dep.                | 8.30  | 9.30    | 10.30   | 11.30 | 12.30   | 1.30    | 2.30  | 3.30    |
| Yau Tei dep.                | 8.40  | 9.40    | 10.40   | 11.40 | 12.40   | 1.40    | 2.40  | 3.40    |
| Yau Tei dep.                | 8.50  | 9.50    | 10.50   | 11.50 | 12.50   | 1.50    | 2.50  | 3.50    |
| Yau Tei dep.                | 9.00  | 10.00   | 11.00   | 12.00 | 1.00    | 2.00    | 3.00  | 4.00    |
| Yau Tei dep.                | 9.10  | 10.10   | 11.10   | 12.10 | 1.10    | 2.10    | 3.10  | 4.10    |
| Yau Tei dep.                | 9.20  | 10.20   | 11.20   | 12.20 | 1.20    | 2.20    | 3.20  | 4.20    |
| Yau Tei dep.                | 9.30  | 10.30   | 11.30   | 12.30 | 1.30    | 2.30    | 3.30  | 4.30    |
| Yau Tei dep.                | 9.40  | 10.40   | 11.40   | 12.40 | 1.40    | 2.40    | 3.40  | 4.40    |
| Yau Tei dep.                | 9.50  | 10.50   | 11.50   | 12.50 | 1.50    | 2.50    | 3.50  | 4.50    |
| Yau Tei dep.                | 10.00 | 11.00   | 12.00   | 1.00  | 2.00    | 3.00    | 4.00  | 5.00    |
| Yau Tei dep.                | 10.10 | 11.10   | 12.10   | 1.10  | 2.10    | 3.10    | 4.10  | 5.10    |
| Yau Tei dep.                | 10.20 | 11.20   | 12.20   | 1.20  | 2.20    | 3.20    | 4.20  | 5.20    |
| Yau Tei dep.                | 10.30 | 11.30   | 12.30   | 1.30  | 2.30    | 3.30    | 4.30  | 5.30    |
| Yau Tei dep.                | 10.40 | 11.40   | 12.40   | 1.40  | 2.40    | 3.40    | 4.40  | 5.40    |
| Yau Tei dep.                | 10.50 | 11.50   | 12.50   | 1.50  | 2.50    | 3.50    | 4.50  | 5.50    |
| Yau Tei dep.                | 11.00 | 12.00   | 1.00    | 2.00  | 3.00    | 4.00    | 5.00  | 6.00    |
| Yau Tei dep.                | 11.10 | 12.10   | 1.10    | 2.10  | 3.10    | 4.10    | 5.10  | 6.10    |
| Yau Tei dep.                | 11.20 | 12.20   | 1.20    | 2.20  | 3.20    | 4.20    | 5.20  | 6.20    |
| Yau Tei dep.                | 11.30 | 12.30   | 1.30    | 2.30  | 3.30    | 4.30    | 5.30  | 6.30    |
| Yau Tei dep.                | 11.40 | 12.40   | 1.40    | 2.40  | 3.40    | 4.40    | 5.40  | 6.40    |
| Yau Tei dep.                | 11.50 | 12.50   | 1.50    | 2.50  | 3.50    | 4.50    | 5.50  | 6.50    |
| Yau Tei dep.                | 12.00 | 1.00    | 2.00    | 3.00  | 4.00    | 5.00    | 6.00  | 7.00    |
| Yau Tei dep.                | 12.10 | 1.10    | 2.10    | 3.10  | 4.10    | 5.10    | 6.10  | 7.10    |
| Yau Tei dep.                | 12.20 | 1.20    | 2.20    | 3.20  | 4.20    | 5.20    | 6.20  | 7.20    |
| Yau Tei dep.                | 12.30 | 1.30    | 2.30    | 3.30  | 4.30    | 5.30    | 6.30  | 7.30    |
| Yau Tei dep.                | 12.40 | 1.40    | 2.40    | 3.40  | 4.40    | 5.40    | 6.40  | 7.40    |
| Yau Tei dep.                | 12.50 | 1.50    | 2.50    | 3.50  | 4.50    | 5.50    | 6.50  | 7.50    |
| Yau Tei dep.                | 1.00  | 2.00    | 3.00    | 4.00  | 5.00    | 6.00    | 7.00  | 8.00    |
| Yau Tei dep.                | 1.10  | 2.10    | 3.10    | 4.10  | 5.10    | 6.10    | 7.10  | 8.10    |
| Yau Tei dep.                | 1.20  | 2.20    | 3.20    | 4.20  | 5.20    | 6.20    | 7.20  | 8.20    |
| Yau Tei dep.                | 1.30  | 2.30    | 3.30    | 4.30  | 5.30    | 6.30    | 7.30  | 8.30    |
| Yau Tei dep.                | 1.40  | 2.40    | 3.40    | 4.40  | 5.40    | 6.40    | 7.40  | 8.40    |
| Yau Tei dep.                | 1.50  | 2.50    | 3.50    | 4.50  | 5.50    | 6.50    | 7.50  | 8.50    |
| Yau Tei dep.                | 2.00  | 3.00    | 4.00    | 5.00  | 6.00    | 7.00    | 8.00  | 9.00    |
| Yau Tei dep.                | 2.10  | 3.10    | 4.10    | 5.10  | 6.10    | 7.10    | 8.10  | 9.10    |
| Yau Tei dep.                | 2.20  | 3.20    | 4.20    | 5.20  | 6.20    | 7.20    | 8.20  | 9.20    |
| Yau Tei dep.                | 2.30  | 3.30    | 4.30    | 5.30  | 6.30    | 7.30    | 8.30  | 9.30    |
| Yau Tei dep.                | 2.40  | 3.40    | 4.40    | 5.40  | 6.40    | 7.40    | 8.40  | 9.40    |
| Yau Tei dep.                | 2.50  | 3.50    | 4.50    | 5.50  | 6.50    | 7.50    | 8.50  | 9.50    |
| Yau Tei dep.                | 3.00  | 4.00    | 5.00    | 6.00  | 7.00    | 8.00    | 9.00  | 10.00   |
| Yau Tei dep.                | 3.10  | 4.10    | 5.10    | 6.10  | 7.10    | 8.10    | 9.10  | 10.10   |
| Yau Tei dep.                | 3.20  | 4.20    | 5.20    | 6.20  | 7.20    | 8.20    | 9.20  | 10.20   |
| Yau Tei dep.                | 3.30  | 4.30    | 5.30    | 6.30  | 7.30    | 8.30    | 9.30  | 10.30   |
| Yau Tei dep.                | 3.40  | 4.40    | 5.40    | 6.40  | 7.40    | 8.40    | 9.40  | 10.40   |
| Yau Tei dep.                | 3.50  | 4.50    | 5.50    | 6.50  | 7.50    | 8.50    | 9.50  | 10.50   |
| Yau Tei dep.                | 4.00  | 5.00    | 6.00    | 7.00  | 8.00    | 9.00    | 10.00 | 11.00   |
| Yau Tei dep.                | 4.10  | 5.10    | 6.10    | 7.10  | 8.10    | 9.10    | 10.10 | 11.10   |
| Yau Tei dep.                | 4.20  | 5.20    | 6.20    | 7.20  | 8.20    | 9.20    | 10.20 | 11.20   |
| Yau Tei dep.                | 4.30  | 5.30    | 6.30    | 7.30  | 8.30    | 9.30    | 10.30 | 11.30   |
| Yau Tei dep.                | 4.40  | 5.40    | 6.40    | 7.40  | 8.40    | 9.40    | 10.40 | 11.40   |
| Yau Tei dep.                | 4.50  | 5.50    | 6.50    | 7.50  | 8.50    | 9.50    | 10.50 | 11.50   |
| Yau Tei dep.                | 5.00  | 6.00    | 7.00    | 8.00  | 9.00    | 10.00   | 11.00 | 12.00   |
| Yau Tei dep.                | 5.10  | 6.10    | 7.10    | 8.10  | 9.10    | 10.10   | 11.10 | 12.10   |
| Yau Tei dep.                | 5.20  | 6.20    | 7.20    | 8.20  | 9.20    | 10.20   | 11.20 | 12.20   |
| Yau Tei dep.                | 5.30  | 6.30    | 7.30    | 8.30  | 9.30    | 10.30   | 11.30 | 12.30   |
| Yau Tei dep.                | 5.40  | 6.40    | 7.40    | 8.40  | 9.40    | 10.40   | 11.40 | 12.40   |
| Yau Tei dep.                | 5.50  | 6.50    | 7.50    | 8.50  | 9.50    | 10.50   | 11.50 | 12.50   |
| Yau Tei dep.                | 6.00  | 7.00    | 8.00    | 9.00  | 10.00   | 11.00   | 12.00 | 1.00    |
| Yau Tei dep.                | 6.10  | 7.10    | 8.10    | 9.10  | 10.10   | 11.10   | 12.10 | 1.10    |
| Yau Tei dep.                | 6.20  | 7.20    | 8.20    | 9.20  | 10.20   | 11.20   | 12.20 | 1.20    |
| Yau Tei dep.                | 6.30  | 7.30    | 8.30    | 9.30  | 10.30   | 11.30   | 12.30 | 1.30    |
| Yau Tei dep.                | 6.40  | 7.40    | 8.40    | 9.40  | 10.40   | 11.40   | 12.40 | 1.40    |
| Yau Tei dep.                | 6.50  | 7.50    | 8.50    | 9.50  | 10.50   | 11.50   | 12.50 | 1.50    |
| Yau Tei dep.                | 7.00  | 8.00    | 9.00    | 10.00 | 11.00   | 12.00   | 1.00  | 2.00    |
| Yau Tei dep.                | 7.10  | 8.10    | 9.10    | 10.10 | 11.10   | 12.10   | 1.10  | 2.10    |
| Yau Tei dep.                | 7.20  | 8.20    | 9.20    | 10.20 | 11.20   | 12.20   | 1.20  | 2.20    |
| Yau Tei dep.                | 7.30  | 8.30    | 9.30    | 10.30 | 11.30   | 12.30   | 1.30  | 2.30    |
| Yau Tei dep.                | 7.40  | 8.40    | 9.40    | 10.40 | 11.40   | 12.40   | 1.40  | 2.40    |
| Yau Tei dep.                | 7.50  | 8.50    | 9.50    | 10.50 | 11.50   | 12.50   | 1.50  | 2.50    |
| Yau Tei dep.                | 8.00  | 9.00    | 10.00   | 11.00 | 12.00   | 1.00    | 2.00  | 3.00    |
| Yau Tei dep.                | 8.10  | 9.10    | 10.10   | 11.10 | 12.10   | 1.10    | 2.10  | 3.10    |
| Yau Tei dep.                | 8.20  | 9.20    | 10.20   | 11.20 | 12.20   | 1.20    | 2.20  | 3.20    |
| Yau Tei dep.                | 8.30  | 9.30    | 10.30   | 11.30 | 12.30   | 1.30    | 2.30  | 3.30    |
| Yau Tei dep.                | 8.40  | 9.40    | 10.40   | 11.40 | 12.40   | 1.40    | 2.40  | 3.40    |
| Yau Tei dep.                | 8.50  | 9.50    | 10.50   | 11.50 | 12.50   | 1.50    | 2.50  | 3.50    |
| Yau Tei dep.                | 9.00  | 10.00   | 11.00   | 12.00 | 1.00    | 2.00    | 3.00  | 4.00    |
| Yau Tei dep.                | 9.10  | 10.10   | 11.10   | 12.10 | 1.10    | 2.10    | 3.10  | 4.10    |
| Yau Tei dep.                | 9.20  | 10.20   | 11.20   | 12.20 | 1.20    | 2.20    | 3.20  | 4.20    |
| Yau Tei dep.                | 9.30  | 10.30   | 11.30   | 12.30 | 1.30    | 2.30    | 3.30  | 4.30    |
| Yau Tei dep.                | 9.40  | 10.40   | 11.40   | 12.40 | 1.40    | 2.40    | 3.40  | 4.40    |
| Yau Tei dep.                | 9.50  | 10.50   | 11.50   | 12.50 | 1.50    | 2.50    | 3.50  | 4.50    |
| Yau Tei dep.                | 10.00 | 11.00   | 12.00   | 1.00  | 2.00    | 3.00    | 4.00  | 5.00    |
| Yau Tei dep.                | 10.10 | 11.10   | 12.10   | 1.10  | 2.10    | 3.10    | 4.10  | 5.10    |
| Yau Tei dep.                | 10.20 | 11.20   | 12.20   | 1.20  | 2.20    | 3.20    | 4.20  | 5.20    |
| Yau Tei dep.                | 10.30 | 11.30   | 12.30   | 1.30  | 2.30    | 3.30    | 4.30  | 5.30    |
| Yau Tei dep.                | 10.40 | 11.40   | 12.40   | 1.40  | 2.40    | 3.40    | 4.40  | 5.40    |
| Yau Tei dep.                | 10.50 | 11.50   | 12.50   | 1.50  | 2.50    | 3.50    | 4.50  | 5.50    |
| Yau Tei dep.                | 11.00 | 12.00   | 1.00    | 2.00  | 3.00    | 4.00    | 5.00  | 6.00    |
| Yau Tei dep.                | 11.10 | 12.10   | 1.10    | 2.10  | 3.10    | 4.10    | 5.10  | 6.10    |
| Yau Tei dep.                | 11.20 | 12.20   | 1.20    | 2.20  | 3.20    | 4.20    | 5.20  | 6.20    |
| Yau Tei dep.                | 11.30 | 12.30   | 1.30    | 2.30  | 3.30    | 4.30    | 5.30  | 6.30    |
| Yau Tei dep.                | 11.40 | 12.40   | 1.40    | 2.40  | 3.40    | 4.40    | 5.40  | 6.40    |
| Yau Tei dep.                | 11.50 | 12.50   | 1.50    | 2.50  | 3.50    | 4.50    | 5.50  | 6.50    |
| Yau Tei dep.                | 12.00 | 1.00    | 2.00    | 3.00  | 4.00    | 5.00    | 6.00  | 7.00    |
| Yau Tei dep.                | 12.10 | 1.10    | 2.10    | 3.10  | 4.10    | 5.10    | 6.10  | 7.10    |
| Yau Tei dep.                | 12.20 | 1.20    | 2.20    | 3.20  | 4.20    | 5.20    | 6.20  | 7.20    |
| Yau Tei dep.                | 12.30 | 1.30    | 2.30    | 3.30  | 4.30    | 5.30    | 6.30  | 7.30    |
| Yau Tei dep.                | 12.40 | 1.40    | 2.40    | 3.40  | 4.40    | 5.40    | 6.40  | 7.40    |
| Yau Tei dep.                | 12.50 | 1.50    | 2.50    | 3.50  | 4.50    | 5.50    | 6.50  | 7.50    |
| Yau Tei dep.                | 1.00  | 2.00    | 3.00    | 4.00  | 5.00    | 6.00    | 7.00  | 8.00    |
| Yau Tei dep.                | 1.10  | 2.10    | 3.10    | 4.10  | 5.10    | 6.10    | 7.10  | 8.10    |
| Yau Tei dep.                | 1.20  | 2.20    | 3.20    | 4.20  | 5.20    | 6.20    | 7.20  | 8.20    |
| Yau Tei dep.                | 1.30  | 2.30    | 3.30    | 4.30  | 5.30    | 6.30    | 7.30  | 8.30    |
| Yau Tei dep.                | 1.40  | 2.40    | 3.40    | 4.40  | 5.40    | 6.40    | 7.40  | 8.40    |
| Yau Tei dep.                | 1.50  | 2.50    | 3.50    | 4.50  | 5.50    | 6.50    | 7.50  | 8.50    |
| Yau Tei dep.                | 2.00  | 3.00    | 4.00    | 5.00  | 6.00    | 7.00    | 8.00  | 9.00    |
| Yau Tei dep.                | 2.10  | 3.10    | 4.10    | 5.10  | 6.10    | 7.10    | 8.10  | 9.10    |
| Yau Tei dep.                | 2.20  | 3.20    | 4.20    | 5.20  | 6.20    | 7.20    | 8.20  | 9.20    |
| Yau Tei dep.                | 2.30  | 3.30    | 4.30    | 5.30  | 6.30    | 7.30    | 8.30  | 9.30    |
| Yau Tei dep.                | 2.40  | 3.40    | 4.40    | 5.40  | 6.40    | 7.40    | 8.40  | 9.40    |
| Yau Tei dep.                | 2.50  | 3.50    | 4.50    | 5.50  | 6.50    | 7.50    | 8.50  | 9.50    |
| Yau Tei dep.                | 3.00  | 4.00    | 5.00    | 6.00  | 7.00    | 8.00    | 9.00  | 10.00   |
| Yau Tei dep.                | 3.10  | 4.10    | 5.10    | 6.10  | 7.10    | 8.10    | 9.10  | 10.10   |
| Yau Tei dep.                | 3.20  | 4.20    | 5.20    | 6.20  | 7.20    | 8.20    | 9.20  | 10.20   |
| Yau Tei dep.                | 3.30  | 4.30    | 5.30    | 6.30  | 7.30    | 8.30    | 9.30  | 10.30   |
| Yau Tei dep.                | 3.40  | 4.40    | 5.40    | 6.40  | 7.40    | 8.40    | 9.40  | 10.40   |
| Yau Tei dep.                | 3.50  | 4.50    | 5.50    | 6.50  | 7.50    | 8.50    | 9.50  | 10.50   |
| Yau Tei dep.                | 4.00  | 5.00    | 6.00    | 7.00  | 8.00    | 9.00    | 10.00 | 11.00   |
| Yau Tei dep.                | 4.10  | 5.10    | 6.10    | 7.10  | 8.10    | 9.10    | 10.10 | 11.10   |
| Yau Tei dep.                | 4.20  | 5.20    | 6.20    | 7.20  | 8.20    | 9.20    | 10.20 | 11.20   |
| Yau Tei dep.                | 4.30  | 5.30    | 6.30    | 7.30  | 8.30    | 9.30    | 10.30 | 11.30   |
| Yau Tei dep.                | 4.40  | 5.40    | 6.40    | 7.40  | 8.40    | 9.40    | 10.40 | 11.40   |
| Yau Tei dep.                | 4.50  | 5.50    | 6.50    | 7.50  | 8.50    | 9.50    | 10.50 | 11.50   |
| Yau Tei dep.                | 5.00  | 6.00    | 7.00    | 8.00  | 9.00    | 10.00   | 11.00 | 12.00   |
| Yau Tei dep.                | 5.10  | 6.10    | 7.10    | 8.10  | 9.10    | 10.10   | 11.10 | 12.10   |
| Yau Tei dep.                | 5.20  | 6.20    | 7.20    | 8.20  | 9.20    | 10.20   | 11.20 | 12.20   |
| Yau Tei dep.                | 5.30  | 6.30    | 7.30    | 8.30  | 9.30    | 10.30   | 11.30 | 12.30   |
| Yau Tei dep.                | 5.40  | 6.40    | 7.40    | 8.40  | 9.40    | 10.40   | 11.40 | 12.40   |
| Yau Tei dep.                | 5.50  | 6.50    | 7.50    | 8.50  | 9.50    | 10.50   | 11.50 | 12.50   |
| Yau Tei dep.                | 6.00  | 7.00    | 8.00    | 9.00  | 10.00   | 11.00   | 12.00 | 1.00    |
| Yau Tei dep.                | 6.10  | 7.10    | 8.10    | 9.10  | 10.10   | 11.10   | 12.10 | 1.10    |
| Yau Tei dep.                | 6.20  | 7.20    | 8.20    | 9.20  | 10.20   | 11.20   | 12.20 | 1.20    |
| Yau Tei dep.                | 6.30  | 7.30    | 8.30    | 9.30  | 10.30   | 11.30   | 12.30 | 1.30    |
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|-----------------------|---------------|------------------|
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| Chosen Hotel          | Yamato Hotel  | Yamato Hotel     |
| Fusan —               | Dairen —      | Yamato Hotel     |
| Fusan Station Hotel   | Yamato Hotel  | Yamato Hotel     |
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## INDUSTRIAL DEVELOPMENT AND FOREIGN CO-OPERATION

THE NEEDS OF THE TIME IN CHINA.

[BY D. E. LEE.]

It is now known to all Chinese people that industrial development is a prime requisite of national prosperity. The Government, for this purpose, has appointed a special Industrial Commissioner and a whole staff of technical experts to promote development by private initiative. Plans have also been laid for a National Industrial Exhibition to be held next year in the Temple of Heaven at Peking. The Ministries of Communications and of Agriculture and Commerce have also done much in hastening industrial progress.

Among the people, the manufacturing class is gradually but unmistakably asserting its influence. Previously there was only a mercantile class composed mainly of dealers in goods, wholesale dealers in general, but now factories are multiplying and factory owners and managers are forming a class by themselves. The large imports of industrial machinery during the recent years is another indication of development in Chinese industry.

FAMINE AND INDUSTRIAL DEVELOPMENT.

Notwithstanding such encouraging indications, the fact remains undeniable that the development is as yet wholly inadequate, and that progress is being made rather too slowly. Agriculture is still the mainstay of the nation, and when there is such a widespread calamity as the famine of this year, it becomes easy to realize how the reliance for national economic existence has been wrongly placed. Had there been tens of thousands of factories in the famine-stricken region each giving employment to a few hundred or thousand people, the population that directly suffers from the famine would have been much smaller, and the disaster would have been of less importance.

This is only one object lesson. Another may be found in finance. Whether the New Consortium and the Government will come to business remains to be seen, but the Government seems inclined to put, in the future, greater reliance on a native banking group. But where can the native group secure the necessary funds? From commerce and industries, especially the latter, as commercial funds are turned over frequently, and cannot be tied up in long term loans to the Government. Whatever fund the Government can attract by sale of public bonds is usually taken from industrial capital, and the greater that capital grows through proper industrial development, the more it can be spared for investment in Government securities.

FOREIGN CO-OPERATION A NECESSITY.

Such, then, is the importance of industrial development, which must be quick and comprehensive so as to "touch" the whole nation, and not only one district or one branch of industry. In this work foreign co-operation is indispensable. Much as we would like to see Chinese industries promoted and run entirely by our own people, we cannot expect such complete independence at the beginning. Technical knowledge, mechanical equipment, as well as financial assistance, are all needed in such quantities that they can not be adequately supplied by China at the present time. Besides, there is no harm in such co-operation, provided the terms will not compromise Chinese interests or have a tendency to cause foreign influence to remain permanently in China as a dominant factor. In fact, foreign commercial interests have already taken root in various regions in China and have given rise to the so-called spheres of interest, and it is through proper co-operation that the extension of such interests may be checked.

Foreign co-operation has not been properly appreciated, chiefly because the method of co-operation has not always been agreeable to China. In most joint enterprises hitherto planned with foreign help there has usually been too much foreign control in general policy, whereas such control should be limited to the specific lines in which foreign assistance is made use of. For instance, a foreigner working in a Chinese factory should have a voice in engineering matters and nothing else. But often he would try to go a little beyond that, and make the Chinese feel jealous and suspicious of him. This may be due to the fact that his Chinese colleagues know too little about their own business, but it may also be because their ideas about the business differ too widely. Chinese business traditions are so different from those of foreign countries that what seems to be unbusinesslike to the foreigner may be perfectly right to the Chinese.

HOW TO SECURE BENEFICIAL CO-OPERATION.

The security of Chinese business men with managerial ability and modern training lies at the root of the whole question. With such men in charge of Chinese industries, foreign co-operation would be easily secured and on terms most advantageous to the Chinese. They would inspire the confidence of foreign capitalists, and induce them to invest without providing for undue interference with administrative affairs. They would know where and how to purchase foreign industrial equipment to advantage. Finally, they would also be able to engage foreign technical experts without letting or encouraging them to usurp their own functions.

Under such conditions, there is no reason why foreign co-operation should not be welcome. It is both necessary and beneficial. The class of factory managers is now growing in number, as we have already pointed out, yet few of them have thorough training on modern lines. They are moreover rather narrow minded. Not only would they decline foreign co-operation, but also they would not avail themselves of the services of western returned students who have specialized in industrial administration. They are probably jealous of the latter. They do not realize that their industries can never stand foreign competition unless they are thoroughly modernized.

(Continued at foot of next column.)

## THE CANTON-HANKOW RAILWAY.

MEN ON STRIKE IN KWANGTUNG.

PROTEST AGAINST WHOLESALE DISCHARGE.

The staff of the maintenance department of the Canton-Hankow Railroad, Kwangtung Section, are now on strike demanding arrears of wages. Some of the men have not received their full pay for the last four months. The strike was effective on December 30th, but as the traffic department of the road was not affected, trains ran as usual.

Our Canton contemporary says:—The strike, it seems, was brought about by an attempt on the part of the management to reduce the maintenance forces by 70 per cent. As the labourers have not been paid from two to four months, naturally the men have got excited. Moreover, the chief engineer of the road, Mr. Yang, refused to further accept the responsibility for the maintenance of the road, since the reduction of force would involve inefficiency in the upkeep of the track. In ordinary circumstances, every 1,000 feet of the track is taken care of by a squad of six men, thus requiring a force of about 70 squads along the road. This road is divided into four sections, each under a section foreman and an engineer. The management has decided to cut the section foremen from four to one.

## DR. SUN Y-TSEN AND THE CUSTOMS

ADVERSE CRITICISM.

The following is a recent telegram sent to the North by Reuter's correspondent at Canton:

Dr. Sun Yat-sen, when interviewed on the subject of Cantonese advocacy of free trade, said that he was in favour of it, as the present tariff was only fostering foreign imports to the advantage of foreign merchants at the expense of native exporters. Dr. Sun also condemns the present administration of the Customs service, which, he asserts, only works for the foreign importers against the Chinese. He added that he was taking no part in the present agitation and that nothing official had yet come to his attention on the subject.

## WHITE AUSTRALIA.

NEW RULES FOR CHINESE IMMIGRATION.

The following statement from the Chinese Press will, it true, be read with much interest:

"Through the efforts of Mr. Wei Tse-chun, the Chinese Consul-General in Australia, an arrangement has been arrived at with the Australian immigration authorities whereby Chinese merchants' families and students may be permitted to land in Australia."

"Chinese students have been allowed to remain in Australia for an unlimited number of years, provided they do not carry on any activities other than study. Failure to comply with this rule means deportation."

"Families of Chinese merchants (who have hitherto been prohibited from landing) may be allowed to land provided they produce regular passports issued by the Chinese Government. In case of the death of the merchants, the Chinese Government will be responsible for the repatriation of the widows and children."

"Chinese travellers will be permitted to stay in Australia for one year provided the applicant is able to produce a Chinese passport issued by the British Consul at the port of embarkation in China."

## FRANCE'S SILK INDUSTRY.

RECORD PRODUCTION OF COCOONS.

PARIS, December 23rd.

This year, France's production of raw silk cocoons has even exceeded that of 1918, when the total was 3,010,440 kilogrammes representing a value of over 22,000,000 francs. The amount of this year's production is 3,225,905 kilogrammes, and the value 45,335,330 francs.

The French Minister of Agriculture publishes the following figures, in regard to the present position of the raw silk industry:

Number of silk-growers, 55,552, as against 53,301 in 1919.  
Quantity of eggs put into incubation, in lots of 25 grammes, 75,926 as against 67,075.  
Total production of raw cocoons, 3,225,905 kilogrammes, as against 2,321,547.  
Average price of eggs, per 25 grammes, 16.55 francs, as against 12.81.  
Value of raw cocoons sold for spinning, 43,913,003 francs, as against 17,218,222.  
Gold for breeding, 1,422,320 francs, as against 223,000.  
Total value of production, 45,335,330 francs, as against 17,439,322—French Wireless.

The responsibility of developing Chinese industries, therefore, rests partly on the Government, but mainly on the manufacturing class. There can be no proper and adequate development without foreign co-operation, and such co-operation cannot be secured on advantageous terms unless a large number of modern trained men join the industries. The manufacturing class should welcome such men, which would at the same time serve to encourage others to follow the same line of training. They should also see the benefit of proper foreign co-operation and embrace it without doubt or suspicion.—Peking Daily News.

## CORRESPONDENCE.

THE HON. MR. HALLIFAX'S SPEECH.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—May I ask your kindness to permit me some space in your valuable paper to make a few remarks on Mr. M. K. Lo's letter which, I find, appeared in the local English Press making certain criticisms on the speech delivered by the Hon. Mr. Hallifax at the dinner given in his honour, and in honour of the Hon. Mr. Fletcher, by the representative members of the Chinese community.

In reading through his letter the first thing that struck me was that Mr. Lo should write to the English papers criticisms on a subject which entirely concerns the Chinese themselves. If he thinks that any English-speaking Chinese has suffered a grievance from Mr. Hallifax in his endeavour to get into closer touch with the Chinese-speaking merchants, then the proper place to discuss the matter would be in the native Press where the whole Chinese community would be able to appreciate his views and pass their judgments on them.

As it is, his letter will be read only by the European community, who know very little of what is actually going on among the Chinese, and of what the Chinese feelings really are, and by a portion of the English-speaking Chinese some of whom, most likely, have been disappointed by Mr. Hallifax.

His criticisms appear to me to be unfair, and give a wrong impression to the European community. As one of the English-speaking Chinese I suppose I am just as much affected as others by Mr. Hallifax's "general attitude," and "the whole tone of his speech"; yet I cannot allow such criticisms to pass without making some comment on them.

Mr. Lo says that the criticisms and suggestions against Mr. Hallifax were directed against the sentiments mentioned in his letter but solely against his "general attitude" against the English-speaking Chinese, and he complains that Mr. Hallifax invariably regards a knowledge of English in a Chinese, not as an asset, but as a disability; not as an accomplishment in aid of the discharge of his civic duties, but as a malignant thing to be discarded. His complaints, however, are not borne out by facts. Mr. Hallifax treated all Chinese, both English-speaking and non-English-speaking, alike. He never, by action or in speech, showed any sign of disregard or disrespect to the English-speaking Chinese. In his speech Mr. Hallifax distinctly said (about the English-speaking Chinese) that "The Government must continue to depend on him and ask for his services." He further said that "The Government was asking for more work from him, work of a peculiarly unselfish and patriotic nature; they wanted him to assist in bringing out the Chinese-speaking merchant." This is, however, the real ground of difference between the self-seeking English-speaking Chinese and Mr. Hallifax, and of all the insinuations of unfairness made against him.

Mr. Lo next criticises a passage from Mr. Hallifax's speech in which he said "those who had learned to speak English well must of necessity in a place like Hongkong, have their views tinged with English ideas, and it was just this English-tinge speaking, for his office that they wanted to get rid of." Did not Mr. Hallifax distinctly say that he was speaking for his own department? Was not his department established solely for the purpose of getting the public Chinese views? If not, then his position as S.C.A. is a sinecure.

Again, Mr. Lo thinks that these words cast a slur upon the late Sir Kai Ho Kai and Sir Bosman Wei Yuk for the services they rendered to the Colony, and on all those English-speaking Chinese, who are now performing public services. But they do not. Sir Bosman Wei Yuk can speak for himself, but for the late Sir Kai Ho Kai I can speak for I was intimately associated with him in all his public movements from 1897, and I knew thoroughly the innermost feelings of this public man. It was Sir Kai Ho Kai's sole aim in life to advance the interests of the Chinese and to induce them to speak English and to help the Government, and take an interest in public affairs. His efforts in this direction were a great success. On his return to the Colony in 1881 or 1882 there was no social intercourse between the Chinese and the officials; but during the time of Sir Kai Ho Kai's public career, many Chinese, both English-speaking and non-English-speaking, dined at, or were otherwise invited to, the Government House. Thus a gap was made in the barrier between officials and the people by the efforts of such men as Sir Kai Ho Kai and Sir Bosman Wei Yuk, and what Mr. Hallifax intends to do now is nothing more than to make the associations closer. Again, Sir Kai Ho Kai never, for one moment, considered that his English education was undervalued because it was employed to assist in bringing out the Chinese-speaking merchants. Do the English-speaking Chinese now feel hurt and consider their English education misused because they were asked to help to make the association of officials and the Chinese public closer? I, for one, will certainly say "No." It is this very unselfishness which the English-speaking Chinese are expected to show in order to benefit their own countrymen, that has enhanced the value of English education so much; otherwise, such an education would be valueless, perhaps worse than useless, because it would produce a set of accomplished egotists and selfish men who will not do any good to China or to any other place to which they may go.

(Continued at foot of next column.)

## ST. JOHN'S CATHEDRAL.

WHITE ANTS AT WORK.

ARCHITECTS' UNPLEASANT DISCOVERY.

St. John's Cathedral Hall will probably be finished some time in January, but it is not certain exactly how soon it will be ready for opening. St. John's Cathedral Church Notes, which hopes to announce the date shortly, says that it looks very much as if the new hall will have to be used for services for a time as reports from the architects, Messrs. Leigh and Orange, give the unpleasant information that there are white ants in the roof of the Cathedral and also in the flooring. It is hoped that the discovery of these unwelcome attendants at Church may have taken place before they have done very much damage, as it will be a very grave inconvenience if the Cathedral has to be closed for any length of time and the expense is likely to be considerable. In the course of their report on the roof timbers of the Cathedral the architects express the opinion that the safest way to ensure safety would be entirely to strip the roof tiling which would then enable thorough inspections to all the woodwork. This would be a more satisfactory and a cheaper method than internal inspection from the large amount of scaffolding which would be required. The floors to the tower are in a condition bordering on dangerous. They consider these should be replaced with reinforced concrete floors.

## THE CATHOLIC UNION CLUB.

NEW YEAR'S EVE CELEBRATION.

A very enjoyable evening was spent by a company of about 100 ladies and gentlemen at the above Club on New Year's Eve when a dance was held to ring out 1920 and ring in 1921. The dancing hall was tastefully decorated with bunting, festoons and coloured lights, presenting a most gay appearance. It was not before 4 a.m. that the party broke up. During the supper the popular President of the Club, Mr. J. D. Omond, in a speech, thanked the members of the String Orchestra for their kind and voluntary assistance, the numerous ladies for their attendance, and those who helped toward the success of the dance and wished every one present a Happy and Prosperous New Year. The following was the programme of dances:

One step ..... Last Night.  
Waltz ..... The Naughty Nipper.  
Fox trot ..... Just like a Gypsy.  
Waltz ..... Beautiful Ohio.  
Lancers ..... Country Girl.  
Waltz ..... I'm Forever Blowing Bubbles.  
One step ..... Dolores.  
Fox-trot ..... Rose Room.  
Waltz ..... Mimi.  
One step ..... Oh-By-Bye.  
Lancers ..... Belle of New York.

Supper Dances.  
Waltz ..... Chantilly.  
Fox trot ..... Tell Me Little Gypsy.  
One step ..... Taz.  
Waltz ..... Gold and Silver.  
Fox trot ..... Whispering.  
Waltz ..... Oh When a Fair One Marry.  
One step ..... Down on the Farm.  
Fox trot ..... My Baby's Arms.  
Waltz ..... Kiss Me Again.  
One step ..... Sand Dunes.  
Fox trot ..... So Long, So Long.

Mr. Lo also referred to the English education propaganda in China and the local University. It is the sole aim and purpose of educational institutions to provide a costly and high-standard education for a small number of Chinese so that they may acquire it for their own personal aggrandizement or to make them dazzling lights among their own countrymen; so dazzling that none dare to look upon them; but with awe! If so, then, educational institutions are indeed a failure and all money spent on them pure waste. But I am glad to say it is not so. Every one who has received the benefit of such an education is in honour bound to do everything in his power to help and, with his acquired knowledge, enlighten his own non-English-speaking countrymen and use his best endeavours to induce them to come forward and take an interest in public affairs which would greatly benefit themselves, and which is greatly desired by the official of Hongkong. In this way and through him the non-English-speaking Chinese may be reached, and the idea of a closer relationship between Europeans and Chinese may then be realized. This is exactly what Mr. Hallifax hopes to achieve with regard to local Chinese. His views are not contradictory, but are in line with the aspirations of such educational institutions.

As to the last paragraph of his letter, I think Mr. Lo must admit that there are many gentlemen among the Chinese-speaking merchants in this Colony just as good and capable as those who speak English. It is not sound, then, that Mr. Hallifax should secure their services and obtain their views and opinions on public matters? It is the duty, I understand, of all officials, especially the S.C.A., to get opinions and views from all quarters in order to facilitate the work of the Government. I see nothing, therefore, in Mr. Hallifax's speech which the Chinese can take exception to, and he is to be congratulated upon so courageously and openly pronouncing his views and convictions, which may not please everybody. With regard to the postscript to Mr. Lo's letter I would ask what honour would be derived from giving it the leading Chinese-speaking merchants had been absent from it? Apologizing for taking so much space in your valuable paper by this lengthy letter, and thanking you in anticipation for its insertion, I remain, yours truly.

(Continued at foot of next column.)

31st December, 1920. B. W. TEO.



## FUNERAL OF THE LATE MR. J. VANSTONE

The funeral of the late Mr. James Vanstone was conducted at the Protestant Cemetery, at Happy Valley, yesterday, in the presence of many members of the Masonic fraternity in Hongkong, and a large number of other friends. Mr. Vanstone had lived in Hongkong for 40 years and had been 50 years a Mason.

Among the mourners were: Wor. Bro. T. F. Hough, D.G.M.; Wor. Bro. the Hon. Mr. P. H. Holyoak, D.D.G.M.; Wor. Bro. J. W. E. Davidson, Master of St. John's Lodge; Wor. Bro. F. A. Atlett; and Bro. A. Edwards, S.W.; Bro. Smith, J.W. The Rev. H. Copley Moyle and the Rev. T. W. Featherstone conducted the service at the grave-side.

The pall-bearers were:—Wor. Brothers Budden, Brown, C. Grimes, and Wellington, and representatives of the Army and Navy.

The wreath sent by the St. John's Lodge was lowered into the grave with the coffin. Mr. Vanstone was one of the founder members of St. John's Lodge.

Amongst those who sent wreaths to the funeral besides the widow and members of the family were:—The District Grand Master and Officers of the Hongkong and South China, S.C.; the W.M. Officers and Brethren Zealand Lodge No. 525 E.C.; the W.M. Officers and Brethren Lodge Eastern Scotia, No. 925; Officers and Members of the Victoria Preceptory and Priory, the W.M. Officers and Brethren of Lodge Naval and Military 548, S.C.; the D.G.M. Deputy D.G.M. and District Grand Lodge Officers of Hongkong and South China, E.C.; W.M. Officers and Brethren University Lodge, No. 3594; E.C. W.M. Officers and Brethren of United Service Lodge, No. 1341; St. Andrew's R.A. Chapter 218; Members of the Church of England Men's Society, Officers and members of the Naval and Military Chapter 302 S.C.; United Mark Lodge; Masonic Brethren of H.M.S. Tamar, Ambrose, Curlew, Cairns, and Hawkins; Arran Lodge, St. Mary Magdalene Rose Croix Chapter, W.O. and Sergeants and Wills; The Institution of Engineers and Shipbuilders of Hongkong, European Wardens Victoria Gask Police Inspectors Central and District Inspector Kay, Miss Skipton, Mr. and Mrs. H. White, Mr. and Mrs. G. G. Dick, Mr. C. D. Melbourne, Mr. C. Crispin, Sgt. and Mrs. George, Mr. and Mrs. Jas. Spittles, Mr. H. J. Dixon, Mr. and Mrs. D. Urquhart and family, Mr. and Mrs. H. Mitington, Mr. J. W. Mitchell, Mr. K. W. Andrew, Mr. J. C. Saunders, Mr. and Mrs. G. Haigh, Mr. S. Bickel, Mr. W. T. Henderson, Mr. Cooper, Mr. Jackson, Mr. and Mrs. H. E. Scriven, Mr. and Mrs. A. W. Millar, Mr. and Mrs. G. W. Avernell, Mr. F. Graham, Mr. and Mrs. T. G. Stokes, Mr. W. H. Woolley, Mr. C. Beard, Mr. J. M. Miller, Mr. J. W. Graham, Mr. N. B. White, Mr. and Mrs. Thomas, Mr. P. Heathcote, Mr. W. L. Patterson, Mr. and Mrs. A. W. C. Davidson, Mr. and Mrs. F. C. Dixon, Dr. and Mrs. Agger, Mr. F. E. Cameron, Mr. and Mrs. W. Glendinning, Mr. E. Manning, Mr. E. May, Mr. W. Greig, Mr. and Mrs. J. H. Osborne, Mr. C. H. Castro, Mr. and Mrs. E. S. Sutton, Mr. and Mrs. J. M. McLeod, Mr. and Mrs. F. A. Brown, Mr. B. Gaskell, Mr. and Mrs. Coole, Mr. H. W. Ray, and others.

## OFFICIAL APPOINTMENTS.

The following appointments have been made by H.E. the Governor:—  
Mr. Hugh Adair Nisbet to act as Official Receiver and Registrar of Trade Marks, in addition to his other duties.  
Mr. John Daniel Lloyd to act as Deputy Official Receiver, in addition to his other duties.  
Mr. John William Franks to be Superintendent of Prisons.  
Mr. T. M. Hazlerigg to be Assistant Crown Solicitor.  
Mr. G. H. Wakeman has resumed duty as Crown Solicitor.

## THE LATE MR. GEORGE CALLAGHAN.

An officer who stood high in the esteem of the Royal Navy passed away in London, on November 2nd, when the death occurred of Admiral of the Fleet Sir George Callaghan, G.C.B., G.C.V.O. He was in command of the Grand Fleet when hostilities were declared, and took it to his way station at Scapa Flow. He was in command of the *Hermione*, a second-class protected cruiser, on the China station, from 1899 to 1909, and this was followed by the command of the *Endymion*, in the same waters, during the two subsequent years. Whilst in the latter ship he took part in the "Boxer" war of 1900. In July of that year a combined naval and military force was landed for the relief of the Europeans in Peking. The Naval Brigade was commanded by Capt. Callaghan, with Commander R. S. Fraser of the *Phaenix*, as second officer, and the record of this trying march to the Imperial city has now become a matter of history. For his distinguished share in this service, he had special mention in the despatches of Sir Edward Seymour, the Admiral on the station, and in the following November received the C.B.

FOUND UNDER THE TABLE  
NEW YEAR PARTY'S CURIOUS DISCOVERY

## A CHINESE INQUIST IN TROUBLE.

At the Magistracy, before Mr. G. N. Orme, yesterday, a Chinese youth named Wong Wing Shun was charged with being on enclosed premises with felonious intent, at 38, Morrison Hill Road, on January 1st.

Asked to plead, the defendant intimated that he spoke French.

Sergt. Kelly (in charge of the case): He understands Cantonese, all right.

The Magistrate: Of course he does, but he wants to air his French.

The Magistrate then rendered the charge to the defendant in French and he replied in that language.

The Magistrate: He knows French better than I do. My French is rusty, he speaks it very well.

The interpreter then tried the defendant with Cantonese, but he protested indignantly: "I don't understand Chinese; I speak French; I speak English; I no speak Chinese."

The Court then considered the possibility of arranging for a French interpreter and it was mentioned that one of the new constables who arrived on the Bremen spoke French. (The new arrivals were in Court gaining their first acquaintance with Hongkong Police Court procedure.)

As the principal witness spoke French the opportunity did not arise for the new constable to distinguish himself and put his foot on the first rung of the ladder of promotion.)

Mr. Ferdinand Dubois, the resident at the house where the defendant was found, said he employed the defendant up to two months ago. He did not speak French very well, and he could speak Cantonese, in spite of his assertions to the contrary.

Mr. Dubois then related the circumstances of the case. On New Year's Eve he and a party of friends were seeing the New Year in and at about 3 a.m. they all went into the dining room and sat round the table. After they had been sitting there for nearly an hour, one of the party happened to kick something which turned out on investigation to be the defendant.

He was handed over to the police, and afterwards the present house boy found under the table a false key which fitted the front door.

The Magistrate (to the Interpreter): Now the defendant can ask questions, in French or English.

Nothing useful was elicited by the defendant in response to this invitation. He again asserted that he could not speak Chinese and the Magistrate told him his persistence in this attitude did his case no good.

Mr. Dubois mentioned that he was not entirely satisfied that the defendant was on the premises with felonious intent. Knowing the premises, he might have come there to sleep.

The Magistrate: Of course, that is an important consideration. As it was New Year's Eve he may have come there for "Auld Lang Syne," to see the other boy, for instance.

The Witness: I think it is possible. I had the boy two-and-a-half years and never found him dishonest.

The Magistrate: He is a curious character. He was quite honest while you had him!

The Witness: Yes. He was lazy and was dismissed for laziness.

A remand was ordered until to-day in order that the boy, who was said to have found the key under the table, might give evidence. He had been instructed to attend to-day (Sergt. Kelly said), but for some reason had not done so.

## AT THE MAGISTRACY.

## RICKSHA COOLIE BRUTALLY ASSAULTED.

In Mr. Smith's Court a ricksha coolie charged a Chinese with assault. It was stated that the defendant offered 15 cents as payment of a fare; the ricksha man asked for more, whereupon the defendant gave him more—in the shape of a kick in the stomach. So brutal was the assault that the ricksha man was brought to the Police Station in a state of collapse and from there was sent straight to hospital. The defendant was detained meanwhile lest the case should take a more serious turn. It was feared that the coolie had received an injury to the spleen, but the hospital surgeon reported that this had not occurred, although the man was badly hurt. The Magistrate reprimanded the defendant severely and ordered him to pay five dollars compensation to the complainant and five dollars fine.

## NEIGHBOURLY AMENITIES.

A heavy, clumsy, mis-shapen chopper, such as a craftsman early in the 19th Age might have fashioned, was the principal *quidde* in a case heard by Mr. Orme, yesterday, in which a Chinese was accused of assaulting a woman. The woman, whose head was swathed in bandages, said the defendant assaulted her because she would not lend him a table to wash some clothes on. The defendant said the woman, with three others, assaulted him first. He denied using the chopper in striking the complainant. The woman called corroborative evidence; the defendant did not and he was fined two dollars. If he used the chopper he certainly did so with discretion as the complainant only sustained a flesh wound.

## UTTERING COUNTERFEIT COIN.

A Chinese, newly arrived in Hongkong, who had good money in one pocket and had in another, was sent to prison for six weeks for uttering counterfeit coin at a tobaccoist's at 213, Queen's Road West. Inspector Willis said this offence was common in the West Point district; it was practised by strangers who came for a week or so and then disappeared.

## GOLF NOTES.

(By Radio.)

Considering that during the week-end we had ideal golf weather, it was surprising to find so few players on the Fanling courses on Saturday, and even on Sunday the numbers fell below the average, for this time of the year. The courses were playing very well and the greens, apart from a few on the new course, are wearing very well—in fact putting appeared to be easier this week-end than it has been for a long time, though for what reason I cannot explain. However, it was the general opinion that it was so.

There were only 22 entries for the "Tombstone" competition on Saturday, which was disappointing, but those who did enter enjoyed this unusual form of competition and there were some very good cards returned. There were numerous "tombstones" from round about the bunker, guarding the 19th green to all round about the green itself, with one actually in the hole. This was proved to be the winner, and belonged to Mr. R. K. Valentine, whose card read as follows: 95 less 16-78 net. This is the second consecutive week in which I have had the pleasure of recording a win for Mr. Valentine, and no doubt the handicapping committee will have equal pleasure in attending to his handicap!

The eclectic medal competition during the Christmas holidays produced a tie for the first place, Messrs. T. B. Chasels and M. M. Maas each having an eclectic card of 70 less 3-73 net. The next best score was returned by Mr. N. C. Wilson; 73 less 3-76 net.

At last a match, Ladies v. Men, has been definitely fixed and will take place on the 3rd inst. The match will be one round of singles, the ladies very wisely deciding that two rounds is too strenuous. As the match is to be played in the afternoon, it has been suggested that the Men's team take out cards in the morning, to act as a trial for the inter-club team. I understand other trials will take place as well, but at present I am unable to give further details. Let us hope the committee will decide without delay on their policy for choosing a really representative team. The following ladies and men have been asked to take part in the match:—

| LADIES.         | MEN.                   |
|-----------------|------------------------|
| Miss Heald.     | T. W. Hill             |
| Mrs. Duff.      | Major Bagnall          |
| Drew.           | A. B. Stewart          |
| Winslow.        | B. M. Smith            |
| Maidland.       | R. L. Wedchouse        |
| J. Johnstone.   | P. G. de Paravicini    |
| E. S. Morrison. | B. D. C. Morgan        |
| A. N. Other.    | Hon. Mr. J. Johnstone. |

It has not been finally decided how many strokes the men will concede, but in all probability it will be a half. Also, I heard a sound proposition put forward, that the men drive from the Championship tees and the ladies from the most forward tees, including the one and only ladies' tee on the main course, viz., the 10th. I am no prophet and I am certainly not going to attempt to prophesy the result of this match, but I don't mind taking a small wager that there will be one or two surprises, probably for the men!

I hear rumours of a possible match, next Sunday, England v. The Rest. I am strongly in favour of matches, but I think it is a pity that the organisers did not arrange a match, Club v. United Services; it would create a keener rivalry and there is no lack of enthusiasts in the Services, who could put a strong team in the field. A match of this description would certainly be more interesting than England v. The Rest, which presumably will be a repetition of the St. Andrew's match.

The fourth round for the Governor's Shield has been completed to time. The semi-finalists are as follows, and the matches must be played by the 10th inst.

H.M.S. Tamar v. H.K.V.D.C. Chartered Bank v. Educational Dept. In the Ladies' Championship Mrs. Winslow has beaten by Miss Heald, who now meets Mrs. Pearce, in the semi-final. The winner will meet Mrs. Drew, who beat Mrs. Manning in the other semi-final.

We are still without the honours board in the Men's Club-house at Fanling. I wonder if the member of the Committee, who assured me some weeks ago that the board which is lying rotting, with no names on it, at Happy Valley, will read this paragraph and order its removal to the right place. The Committee's cry is more money, but the members won't believe that they really want it if they waste money buying things and never using them!

I see there are several newspaper cuttings on the notice board of the Men's Club-house, at Fanling, relating to excessive tipping of caddies. One especially made me think and I hope it will be read by everyone. I refer to the one concerning a recent strike of caddies at Combe Hill Golf Club, who struck in consequence of a new rule forbidding tips; further, more the Committee had to give in to them and cancel the rule. This goes to prove that if members disregard rules made by the Committee they will eventually be the sufferers. There are members of our own Golf Club who still give "cumsa," in spite of all the Committee have done to stop it. There are members who give 10 cents to "look see" caddies, who find their ball sometime after the said member has given up the hole. If this habit goes on, lost balls will never be found until the player has given up the hunt, and will never be returned even later, unless that player is one who (Continued at foot of next column.)

## SPORT.

## FOOTBALL.

## CHARITY MATCH.

A game was played, yesterday afternoon, on the Club ground, between teams representing England and Scotland, in aid of local charities. The teams turned out as advertised, except for Weyman replacing Moore in the Scottish, and Wilkins deputising for Rodges in the English team. McTavish beat Bailton in the spin of the coin, and Menham started for England at 4.30 p.m. England took up the aggressive at an early stage of the game, and before many minutes Webb tested Rodges with a low shot. The goalkeeper picked up the ball and threw it out. Watson received and kicked over the top. Taylor then made two attempts to score, but once Gerard cleared and on the other occasion the ball struck the side. Scotland shortly afterwards relieved the pressure, and McTavish sent Hamilton away on the right. The latter sent over a long dropping shot that Crocker muddled and almost let the Scots in. The Scots returned, and Wheeler was forced to kick behind. Weyman dropped the ball well in from the corner kick, and Wheeler punted to midfield. The Scots again got down and Henwood kicked behind. Hamilton took the kick, which was well placed, and Forbes headed behind. The Scots returned and Edwards misjudging a pass from Rodger, the ball passed on to Robinson, who took a pot shot and landed the ball in the net, opening the score for Scotland after fifteen minutes play. England then made a determined attempt to score, but the Scots put up a plucky defence. Half-time arrived with Scotland leading by one to nil.

On resuming the Scots attacked and Hamilton sent in a long shot that Crocker pushed behind. England cleared from the corner kick and Webb was sent away, but Gerard kicked to touch. Taylor received from the throw in but headed in. While England returned, and Taylor centred, Watson headed in and Rodger pushed behind. Townsend received from the corner kick and sent in hard to Rodger, who punched out, but one of the defenders handed the ball coming out, and England were awarded a penalty. A slight halt was called as Townsend was hurt in the melee. Townsend took the kick and sent straight to Rodger, who cleared amidst applause from the Scotsmen in the stand. England pressed, and obtained a couple of corners, which were cleared. The Scots transferred the play to the other end where Henwood cleared and sent Taylor away on the right, the latter sending in a well-timed centre which Menham shot over the top. England returned but off-side against Menham relieved. Clarke fouled Watson near the penalty area and England was awarded a free kick. The Scots cleared and transferred to the other end, where Forbes sent in a long shot and Edwards sent behind. The Scots appealed for a penalty, as Edwards appeared to have knocked the ball out with his arm, but the referee pointed to the corner flag. Hamilton placed well in and for a time England was hard pressed, but eventually Crocker cleared. England made repeated attempts to score and would not be denied. Following a corner kick well placed by Taylor, Edwards beat Rodger, but the goalkeeper caught the ball, after it had crossed the goal line, and threw it out. The referee, however, blew the whistle and pointed to the centre of the field. The Scotsman protested, but the referee made no mistake as he was only yard from the ball at the time. With only two minutes remaining for play, England tried hard to score the winning point, but the whistle sounded with the score at one all.

The game was well contested throughout and good football was seen. Rodger saved Scotland from defeat, and at the close of the game he was carried shoulder high to the pavilion. All the men played well, and the teams were very evenly matched. Mr. Jones was the referee.

## HONGKONG RIFLE LEAGUE.

## THE CHAMPIONSHIP SHIELD COMPETITIONS.

The following is the result of a match in the first round of the competitions for the League Championship Shield, which was held at Stonecutters, on Sunday, the 30th inst., resulting in a win for H.M.S. Curlew. The scoring was as follows:—

| Name              | 200 | 500 | 800 | Aggr. |
|-------------------|-----|-----|-----|-------|
| C.P.O. Carpenter  | 43  | 40  | 32  | 115   |
| P.O. Morgan       | 39  | 39  | 27  | 105   |
| Boy Dew           | 44  | 35  | 33  | 112   |
| Cr. Sgt. Spencer  | 34  | 38  | 26  | 98    |
| C.P.O. Swiggs     | 32  | 31  | 26  | 89    |
| P.O. Passmore     | 35  | 29  | 31  | 95    |
| Lee-Cpl. Stanford | 32  | 34  | 33  | 99    |
| Mr. Rositer       | 32  | 31  | 24  | 87    |
|                   |     |     |     | 797   |

## HUSKERY STAFF.

| Name          | 200 | 500 | 800 | Aggr. |
|---------------|-----|-----|-----|-------|
| Bdr. Nixon    | 36  | 39  | 37  | 112   |
| Sgt. Burnett  | 38  | 38  | 34  | 109   |
| P.O. Reynolds | 36  | 42  | 27  | 105   |
| Sgt. Cross    | 35  | 38  | 31  | 104   |
| Capt. Lambert | 40  | 35  | 29  | 104   |
| Gunner Aspell | 37  | 27  | 18  | 82    |
| P.O. Harding  | 23  | 22  | 21  | 72    |
| Bgt. Gordon   | 33  | 21  | 16  | 70    |
|               |     |     |     | 754   |

disregards the rules by rewarding the finder. The best New Year resolution every golfer can make is never to break the Club Rules and bye-laws.

Can anyone explain the reason for the "out of bounds" notice board, on the left side of the hill, about 30 yards in front of the 9th tee? The ground is not under cultivation and to all intents and purposes is part of the golf links. Furthermore what are the limitations of the "out of bounds"? Unless there is some very good reason for it, I think the board might be removed. I admit the spot is not coveted by any golfer, but accidents will happen!

READY FOR SERVICE  
CLOTHING FOR MEN

READY-TO-WEAR GARMENTS will be the feature of a special display at Lane Crawford's during January. The Garments we offer are equal in every respect to the finest bespoke work, special care being exercised to prevent any resemblance to a Ready-made Garment and L. C. & Co. take this opportunity of inviting every man who appreciates the mental, commercial and social value of Fine Attire to pay a visit of inspection during this special show.

LANE, CRAWFORD & CO.

## JUST ARRIVED

A large consignment of

DOBBIE MCINNESS IMPROVED  
BOURDON STEAM PRESSURE AND  
VACUUM GAUGES

6" 7" and 8" from 200 lbs to 500 lbs.

Sole Agents for Hongkong and South China.

LANE, CRAWFORD & CO.

Tel. 1741

HONGKONG.

[97]

## PIANOS

"BABY" GRAND &amp; UPRIGHT

By

CHICKERING,  
BROADWOOD,  
COLLARD & COLLARD,  
ALLISON &  
HAMILTON.

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

[94]

**Powell**

TELEPHONE 346.

ANNOUNCE SPECIAL

CLEARANCE SALE

OF

LADIES' and CHILDREN'S  
BOOTS and SHOES.

Commencing

MONDAY, January 3rd,

FOR

ONE WEEK ONLY

HUGE REDUCTIONS  
GENUINE BARGAINS

[95]



## NEW ADVERTISEMENTS

## NOTICE TO THE MEDICAL PROFESSION.

DR. RUPERT HALLAM of the Eastern Commission of the B. N. C. C. Y. D. will hold a MEETING at the Government Civil Hospital TO-DAY at 5.15 p.m. for Members of the Medical Profession only. [163]

## LOST.

A CAT, male, tortoiseshell colour. If found or seen, please communicate with—  
MRS. POLLOCK,  
123, The Peak.  
[164]

## REPULSE BAY HOTEL.

THE Orchestra will be in attendance daily during afternoon Tea and Dinner, MONDAYS and FRIDAYS excepted. Sentimental concert will be held during Tea and afternoon Tea on SUNDAYS. [165]

## ST. GEORGE'S BALL, 1921.

FOR the convenience of guests at the ANNUAL BALL of the St. George's Society on THURSDAY next, JANUARY 6TH, it is announced that the refreshments for the Dancers in St. George's Hall will be known by three red lights in St. Andrew's Hall, by a similar number of blue lights, and in the Music Room three green lights will prove the means of finding partners.

The following is the programme of dances:—Extra Waltz ("Beautiful Ohio"); 1. Lancers ("Veronique"); 2. One Step ("Oh Helen"); 3. Fox Trot ("Whispering"); 4. Waltz ("Oh What a Pal was Mary"); 5. Barn Dance ("Arcadian"); 6. One Step ("Tuxi"); 7. Fox Trot ("Venetian Moon"); 8. Waltz ("Missouri"); 9. One Step ("Hongkong"); 10. Fox Trot ("Vamp"); 11. One Step ("Cairo"); 12. Fox Trot ("Rose Room"); (Nos. 9-12 Supper Dances); 13. Lancers ("Orchid"); 14. Waltz ("Dancing"); 15. One Step ("Oh by Jingo"); 16. Fox Trot ("Dardanelles"); 17. Waltz ("The Chorus"); 18. One Step ("Sand Dunes"); 19. Fox Trot ("So Long, So Long"); 20. "Sir Roger de Coverley"; Second Extra. One Step ("Wild, Wild Women"); Third Extra. Fox Trot ("Indianola").

The Bands of H.M.S. *Hawkins* and the 2nd Wiltshire Regiment will provide the music. Late Peak Trams and Ferries will run at 1.30 a.m., 2 a.m. and 2.30 a.m. [161]

## "BEN" LINE OF STEAMERS

## NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Jan. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 17th Jan., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Jan. at 10 a.m. No fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.  
Hongkong, January 3rd, 1921. [166]

## NOTICE TO CONSIGNEES.

## The Steamship "BORNEO MARU"

## FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 9th will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Jan. 18th, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Jan. 10th at 10 a.m. No fire Insurance has been effected. Bills of Lading will be countersigned by DODD & CO. LTD., Agents.  
Hongkong, January 3rd, 1921. [167]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## LOST.

THE SHARE CERTIFICATE No. 1603 for Two Shares Numbered 4640/4642 standing in the Register in the name of LUE YUE SAM (deceased) late of Hongkong having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 4, Queen's Road Central, Victoria, Hongkong, on or before the 5th day of January, 1921, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

## MOWBRAY S. NORTHCOTE, Secretary.

Hongkong, December 31st, 1920. [167]

## NOTICE

## THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE for 2 Shares Numbers 25929/25931 issued on 22nd Mar., 1904, in the name of ISMAIL PILLAY MADAR has been LOST, and should the same not be produced before 1st January, 1921, it shall be deemed cancelled and of no effect.

GIBB, LIVINGSTON & CO. LTD., Agents.  
Hongkong, December 31st, 1920. [163]

## INTIMATIONS

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

## SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

## EIGHTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-sixth day of October, 1920, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, one of the Directors, ALFRED W. BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, of 7, 8, Great Winchester Street, London, E.C.4, Notary Public.

The said Debentures will be paid off at par on the 31st December, 1920, at either of the following places:—

IN LONDON: At the Transfer Office of the Company, No. 4, London Wall Buildings, E.C.4.

IN BRUSSELS: At the Office of the Local Board, 15, rue Broderode, Brussels.

IN CHINA: At the General Office of the Company, Tientsin.

## 5 BONDS OF £500 EACH, NUMBERED—

|      | 48   | 94   | 245  | 248  | 275  |
|------|------|------|------|------|------|
| 297  | 325  | 345  | 433  | 458  | 481  |
| 511  | 562  | 569  | 680  | 723  | 812  |
| 938  | 943  | 1003 | 1017 | 1070 | 1110 |
| 1260 | 1264 | 1265 | 1281 | 1293 | 1423 |
| 1441 | 1508 | 1575 | 1591 | 1710 | 1723 |
| 1773 | 1812 | 1903 | 1953 | 2110 | 2225 |
| 2247 | 2254 | 2258 | 2331 | 2508 | 2549 |
| 2591 | 2627 | 2629 | 2688 | 2729 | 2783 |
| 2822 | 2855 | 2911 | 2923 | 2974 | 3017 |
| 3024 | 3068 | 3070 | 3084 | 3200 | 3225 |
| 3247 | 3247 | 3412 | 3423 | 3499 | 3511 |
| 3537 | 3598 | 3634 | 3747 |      |      |

## 725 BONDS OF £20 EACH, NUMBERED—

|      |      |      |      |      |      |
|------|------|------|------|------|------|
| 3899 | 3901 | 3993 | 3999 | 4139 | 4247 |
| 4296 | 4375 | 4453 | 4454 | 4511 | 4550 |
| 4598 | 4599 | 4677 | 4759 | 4772 | 4775 |
| 4783 | 4784 | 4894 | 4912 | 4990 | 4997 |
| 5028 | 5060 | 5080 | 5093 | 5222 | 5315 |
| 5387 | 5446 | 5498 | 5521 | 5593 | 5732 |
| 5759 | 5810 | 5850 | 5953 | 6243 | 6249 |
| 6296 | 6339 | 6358 | 6373 | 6384 | 6396 |
| 6406 | 6524 | 6577 | 6624 | 6937 | 6956 |
| 6983 | 6992 | 6993 | 6997 | 7020 | 7029 |
| 7039 | 7133 | 7304 | 7332 | 7322 | 7343 |
| 7382 | 7350 | 7384 | 7708 | 7746 | 7756 |
| 7816 | 7847 | 7886 | 8053 | 8082 | 8083 |
| 8090 | 8101 | 8104 | 8197 | 8225 | 8238 |
| 8348 | 8377 | 8420 | 8504 | 8528 | 8563 |
| 8565 | 8591 | 8593 | 9017 | 9123 | 9163 |

## 9774 9298 9344 9361 9396 9440

## 9540 9542 9591 9617 9630 9632

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## 10186 10228 10233 10292 10300 10319

## 10382 10517 10547 10573 10592 10709

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38214 38229 38261 38443 38498 38519  
38531 38584 38598 38637 38670 38671  
38689 38699 38810 38894 38902 38963  
39184 39198 39278 39317 39346

The drawn Debentures, with Coupons Nos. 18 to 20 attached, must be left four clear days for examination.  
By Order,  
ALFRED W. BERRY,  
Secretary.

Countersigned—  
J. W. F. JAUHALDE  
Notary Public,  
22, AUSTIN FRIARS, LONDON, E.C.4.  
28th October, 1920. [145]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for—  
Boxes P. Q. AD, AF, AW, BF, BO.

TO LET.  
EUROPEAN OFFICES, 1st door (four in one block) 15 to 19, Connaught Road Central (with use of lift).  
Apply to—  
"A.B."  
Care of Daily Press Office. [134]

TO LET.  
TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor.  
Apply to—  
Care of Daily Press Office. [131]

TO LET.  
SIX ROOMED HOUSE, furnished, in Kowloon, for 8 or 9 months from Middle of March.  
Apply—  
Box No. 1981.  
Care of Daily Press Office. [141]

TO LET.  
3 ROOMED FLAT IN TAVRI BUILDINGS in Nathan Road, just completed, with Electric light and hot water installed. Gas points and Flues Closets, etc.  
Apply to—  
KAYAMALLY & CO.,  
5 D'Aguiar Street. [150]

WANTED.  
DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals of BRIDGE CONTRACTORS for Designing and Building a New steel Bridge about 2,000 meters in length across the Yellow River (Hwang Ho). Proposals will be received up to 2.00 p.m. 20th Jan., 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules, and specifications can be obtained from the following Offices:

Peking:—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.

Foreign:—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with £2.

PEKING-HANKOW RAILWAY ADMINISTRATION. [120]

NOTICE.  
NOTICE IS HEREBY GIVEN that we have registered ourselves as a private limited Company, under the provisions of the Companies Ordinance 1911, 1915 and on and after the 1st January 1921, the whole of our business as a going concern will be taken over by and will be carried on under the name of THE UNION TRADING COMPANY, LIMITED, but there will be no change in the management thereof.

Dated the 1st day of January, 1921.  
THE UNION TRADING COMPANY,  
by S. General Manager. [154]

WAR MEMORIAL  
SUBSCRIPTION LIST.

FOR the erection by Public Subscription of a building to be run on Y.M.C.A. lines to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and the Civilian by a Joint Board of Directors.

Lists may be found at—  
Messrs. Lane & Crawford.  
Kally & Walsh.  
Muir.  
Wm. Powell Ltd.  
The Hongkong Club.  
Hongkong Cricket Club.  
Club Luciano.  
Engineers' Institute.  
Victoria Recreation Club.  
Kowloon Cricket Club.  
Kowloon Bowling Club.  
Peak Club.  
Club de Recreation.  
Oraigenpower Club.

M. J. BREEN,  
Hon. Secretary,  
War Memorial Committee.  
Hongkong, December 15th, 1920. [129]

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FIRESTONE TIRES 35 x 31 370.

BATTERIES RECHARGED 32.  
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## INTIMATION

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Roger & Gallets Perfume in caskets of 2 and 3 bottles.

Coffrets of Perfume Soap and Powder.

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Telephone 16.

## MARRIAGE.

ANDERSON—McKEOWN.—On Thursday, December 30th, at St. Andrew's Church, Kowloon, by the Rev. G. E. Lindsay, Vicar, ADAM, second son of Mr. and Mrs. T. Anderson, of Londonderry, to Miss Elizabeth, daughter of Mr. and Mrs. E. McKeown, of Londonderry, Ireland. [163]

## DEATHS.

FRESSON.—At Shanghai, on December 25th, 1920, DOROTHY O. FRESSON, beloved wife of E. Edmond Fresson, of Wickford, Essex, England.

MOOREHEAD.—At Shanghai, on December 25th, 1920, W. V. MOOREHEAD, aged 33 years.

THURMAN.—At Singapore, on December 28th, 1920, of heart failure, DAVID THURMAN, late Shanghai Licensed Pilot, aged 58 years.

HONGKONG OFFICE: 101, Des Voeux Rd. C. LONDON OFFICE: 131, FINE STREET, E.C.3

## The Daily Press.

HONGKONG, JANUARY 4TH, 1921.

## A FOOLISH CANTONESE AGITATION.

We read in our Canton contemporary that "the proposal made by merchants in Canton to make Canton a free port is gradually gaining support from those who have studied the question of the Chinese tariff." Reasoned argument for the proposal is lacking. We are told that "the Chinese people are becoming aroused at the injustices of this foreign imposed tariff" but hitherto the grievance of the Chinese has been that the Foreign Powers have stood in the way of an increase in the tariff. In so far as the tariff can be described as "foreign imposed," it is ridiculous, of course, to represent this as an injustice to China. What the first treaties with China called for was "a fair and regular tariff of export and import customs and other dues, which tariff shall be publicly notified and promulgated for general information," and the object and purpose of this provision in the Nanking Treaty was that foreign merchandise should get to the consumer at the lowest possible cost. The intention was that trade should be encouraged and not throttled or unduly handicapped by unlimited imposts. Import and export

tariffs are not imposed in China, or anywhere else, for the benefit of the foreign trader, but for State revenue purposes, and, in so far as the Chinese may be said to have any grievance against the Foreign Powers in this connection it is that their constant aim has been to keep the taxation on merchandise as low as possible. They have striven for years in vain to get the iniquitous likin system of taxation in China abolished, and to that end have been prepared to agree to a considerable increase in the maritime customs duty in order to compensate the Chinese authorities for the loss of revenue which would be involved by the abolition of likin. Therefore, for the Cantonese advocates of free trade—for their own port—to talk of "the foreign-imposed tariff" is not only ridiculous but deliberately misleading.

We can understand complaints that the existing tariff is "neither scientific nor reciprocal," and that "it gives no consideration to the struggling infant industries of China"—but these are arguments for the revision and not for the abolition of the tariff. A higher tariff has been the aspiration of the Chinese authorities for many years past, but an agitation to make Canton—the second largest port in China—a free port is a new and strange development.

Nobody, however, will be deceived into believing this proposal to be a *bona fide* effort to benefit the people of the province of Kwangtung. It is not accompanied, be it noted, by any proposal to abolish the likin system in the province; on the contrary, we have quite recently seen a report that the farming of likin rights in the province has been suggested as a method of fixing the public revenue to be derived from this source. The very suggestion is a sorry commentary on the corruption which exists in the likin administration, and it is highly probable that the admitted evils of the system would become a thousand times worse if the rights of collection were farmed out in the manner proposed. Serious trouble with the Powers, whose trade interests in the province would be imperilled, would inevitably ensue from this retrograde step which is quite out of keeping with the high professions of those who claim to rule in Canton. We should hesitate to believe that this suggestion was deliberately calculated to provoke the intervention of the Powers, but we can well believe this to be the case with regard to the proposal to abolish the Maritime Customs in Canton. It has been prompted undoubtedly as a reply to the refusal of the authorities at Peking to hand over to an unrecognized "government" the surplus revenues of the Customs and Salt Administration. The meaning of the agitation is well understood in Peking. As the *Peking Daily News* has remarked, if it should turn out that the talk of reprisals is not mere bluff, "the Chinese Government and the Foreign Governments represented in Peking have it easily within their power to make any attempt on the part of Canton to defraud the Government and foreign bondholders of what are essentially due payments not only ineffective but very damaging to Canton itself. The Chinese authorities can forbid any maritime trade with Canton to Chinese vessels, and the Foreign Governments who have an interest in the Customs receipts and the Salt receipts can do the same with vessels flying their flags."

If to such measures were added the refusal to receive or send telegraphic messages from and to Canton and the provinces allied with it, Canton, whether as a military or as a political factor, would be paralysed, and probably the end of the indefensible attitude of Canton would be very near.

Really, the agitation seems too ridiculous to be seriously entertained, and we are certain that when once the level-headed Chinese merchants of Canton come to perceive and clearly comprehend its inner meaning and inevitable results they will have nothing further to do with an agitation which is purely mischievous.



## CABLES.

## LATEST CABLES.

## [THROUGH RUSSIA'S FRONTIER.]

## TRADE WITH RUSSIA.

## PROSPECTS OF AGREEMENT WITH GREAT BRITAIN.

LONDON, January 2nd.

The *Sunday Times* says the Anglo-Russian trade agreement has now been drafted and is ready for signature. Only the technical details remain to be adjusted. The outlook for the immediate resumption of commercial relations is regarded as very bright.

The *Observer*, however, states that M. Krasin, yesterday, received an official request from Moscow for his return to Russia for consultation, and it is expected that he will be absent for about five weeks, unless meanwhile the whole discussion collapses, but this is not anticipated.

## GERMAN DISARMAMENT.

## MARSHAL FOCH'S REPORT.

PARIS, January 3rd.

According to *Le Temps* Marshal Foch's report regarding Germany's fulfilment of the disarmament terms shows that there have been surrendered 41,000 guns with inner tubes, 70,000 machine-guns, 183,000 barrels, 2,800,000 small arms, 25,000 aeroplane engines, and 16,000 aeroplanes. The report adds that Germany has failed to fulfil the Treaty terms regarding the disarmament of the civic guards in Bavaria and East Prussia, and the destruction of fortresses on the eastern and southern frontiers.

The Germans asked to be allowed to keep 300 guns at Koenigsberg, and numerous guns at other places, but only 20 guns have been allowed at Koenigsberg, 38 at Pillau, 32 at Swinemünde, and all other requests have been refused.

## FRENCH SOCIALIST PROTEST.

## AGAINST RUSSIAN SOVIET TYRANNY.

PARIS, December 29th.

A Havas message says:—At the Socialist Convention, at Tours, a sharp split between the leading factions seems more and more unavoidable.

A telegram from the Soviet leader Zinovieff was read excommunicating the group which, while accepting the International, refuses bowing to Moscow dictations.

A number of delegates protested against the intrusion of Russian Soviets into French Socialist and sharply censured the Soviets' increasing propensity to tyranny.

## REORGANISING OLD SOCIALIST GROUP.

PARIS, December 30th.

A Havas message says:—As was expected a schism in the Socialist Party occurred last night after motions in favour of adhering to the Third International and of rejection of a motion censuring Zinovieff's telegram were carried by a large majority.

Old Socialists who were in the minority decided on sitting hereafter by themselves in a separate room, as the Convention was then purely a Communist convention. The so-called "Reconstruction Group" adopted a similar view, and is also to hold a separate convention. Later, the two seceding groups entered into negotiations with a view to reorganizing the old Socialist Party.

## EARLIER CABLES.

## SPECTRE OF UNEMPLOYMENT

## WORKERS' OBJECTIONS TO GOVERNMENT'S PLANS.

LONDON, January 2nd.

The workers at Woolwich Arsenal are strongly hostile towards the Government's short-term proposals. They declare that it would mean semi-starvation.

Five thousand Belfast builders have downed tools as a protest against the reduction of 5d. per hour in their wages.

Reports from Lancashire show that the situation is worse than since the American Civil War. Forty thousand persons in Blackburn alone are receiving unemployment insurance.

## REPLY TO SINN FEIN TERRORISM.

## REPRISALS BY POLICE AND MILITARY.

LONDON, January 2nd.

It is unofficially reported that after the fires in Middleton, on Saturday, large parties of police and military entered the town in the evening, burned a garage and engineering works, and wrecked and looted several shops.

It is reported that some houses in the village Carrigrohilly, a scene of another ambush, was also burned.

## BY ORDER OF MILITARY GOVERNOR.

LONDON, January 2nd.

In accordance with the order of the Military Governor seven houses in Middleton, County Cork, were destroyed in the early morning on New Year's Day, "because the inhabitants were bound to have known of the recent ambush and attack on the military parties and neglected to inform the police and military authorities."

Each householder was handed a notice stating why his house was being destroyed, and each resident was given one hour in which to remove his valuables but not furniture. Nothing, except the houses and furniture, was destroyed.

It is also reported in Cork that houses were burned in Carrigrohilly, near Middleton.

A motor garage and engineering works at Middleton were also destroyed last night.

## EARLIER CABLES.

## WHERE IS DE VALERA?

LONDON, January 2nd.

The whereabouts of "President" De Valera are still a mystery.

The *New York Times* refers to a report, which it says is not verified, that De Valera sailed for Europe ten days ago under the name of Dudley Malone, ex-Collector of Poor in New York. It says that the whereabouts of Malone, who is a son-in-law of ex-Senator O'Gorman, are at present unknown.

## SINN FEINERS ARRESTED IN MILITARY RAID.

LONDON, January 2nd.

Forty alleged Sinn Feiners have been arrested in a big military raid at Bantry, County Cork.

## ENGAGEMENT.

## SELFRIDGE-SIBOUR.

LONDON, January 2nd.

The engagement is announced of Mr. Selfridge's daughter, Violet, to Viscount Sibour, a member of an ancient French family.

## THE FIUME CRISIS.

## D'ANNUNZIO'S FATE IN BALANCE.

ROME, January 2nd.

A meeting between the Fiume leaders and General Ferrario on January 1st arranged the final details of the surrender, whereby the authorities and citizens of Fiume are left to decide D'Annunzio's fate. The Italians and Regulars will be withdrawn from the frontiers when all the conditions have been fulfilled. There have been several scraps between subordinate Legionaries and Italians, the latter being obliged to use artillery and machine-guns.

## AUSTRALIAN RAILWAY STRIKE.

## TRAFFIC AT STANDSTILL.

PERTH (W. Australia), Jan. 2nd.

The railway engine-drivers have struck work, demanding 238s yearly and double pay on Sundays. The railways are paralyzed.

## ASSASSINATIONS IN BAGDAD.

## BRITISH OFFICER MURDERED IN PRINCIPAL STREET.

PARIS, January 2nd.

An official message from Bagdad says that the Chief of Police and a British officer were assassinated on December 26th by Arabs in the principal street of the city. The perpetrators of the crime have not been discovered.

## NEW YEAR'S HONOURS.

## MEDALS FOR HONGKONG POLICE.

LONDON, January 2nd.

The New Year Honours include the award of the King's Police Medal to the following:—

Mr. Arthur Lane, Station Officer, Hongkong Fire Brigade.

Mr. William Marison, Chief Detective Inspector of Police, Hongkong.

Mr. James Kerr, Chief Inspector of Police, Hongkong.

Mr. Han Hang, Principal Chinese Detective, Hongkong Police.

## INDIAN NATIONAL CONGRESS.

## BOYCOTT OF FOREIGN GOODS URGED.

MADRAS, January 1st.

The resolution of the Indian National Congress in regard to non-violent non-cooperation urges the withdrawal of children from the State schools, students from State institutions and lawyers from their practices. It appeals to merchants and traders gradually to boycott foreign trade and says that the Congress will appoint a committee of experts to formulate a scheme of economic boycott. It calls on the elected members of the Council to resign, on the soldiers and police to refuse to subordinate creed and country to the fulfilment of orders and on Government employees, pending a national call for their resignation, "to help the national cause by greater kindness and stricter honesty in their dealings with the people." It urges all bodies exclusively to give their attention to non-cooperation in order that self-government may be established within one year.

## PROHIBITION SCANDAL.

## SENSATIONAL ARRESTS IN NEW YORK.

NEW YORK, January 2nd.

A sensational arrest has been made of two girls and clerks in the office of the Prohibition Director. Three men are charged with withdrawing \$750,000 worth of liquor from bond, after which it was sold at enormous profits. It is alleged that they spent thousands of dollars in bribing minor officials.

## OIL IN NEWFOUNDLAND.

## ANGLO-PERSIAN OIL CO.'S NEW VENTURE.

ST. JOHN'S (NEWFOUNDLAND), Jan. 2nd.

The Government announces the completion of an agreement with the Anglo-Persian Oil Company, whereby the latter undertake to prospect all ungranted Crown lands in the Colony during the next five years, whilst the Government undertakes not to grant mineral areas to other parties during that period.

## DEATH OF HERR BETHMANN-HOLLWEG.

BERLIN, January 2nd.

The death is announced of Herr Bethmann-Hollweg, the former Imperial Chancellor.

## SEAPLANE'S PERFORMANCE.

## FROM SAN DIEGO TO MAGDALENA BAY.

SAN DIEGO, January 2nd.

The naval seaplane *N.C.H.*, carrying a pilot and five passengers, flew from San Diego to Magdalena Bay, a distance of 709 miles, in 555 minutes.

## HEAVY RAIN IN AUSTRALIA.

MELBOURNE, January 2nd.

Over three inches of rain have fallen, but it is now fine.

Many of the Japanese sea-lining men are experiencing difficulties in these days. The crews serving the Nippon Yusen Kaisha and Osaka Shosen Kaisha are receiving the same pay as in the shipping boom; but those employed by other ship-owners have had their special allowances stopped and their wages cut down by 20 or 30 per cent. It is confidently reported that there are nearly 6,000 unemployed seamen in Kobe alone. Some of them are trying to find other employment, but the slump in industrial and other circles is telling against them. In consequence of this and a further drop in freights, it is expected that there will be a larger number of unemployed seamen shortly, and a further decrease in wages.

## JAPAN'S GREAT SLUMP.

## THE COLLAPSE OF FOREIGN TRADE.

## HIGH COSTS OF PRODUCTION.

## PLANS FOR SUBSIDISING RELIEF OF MARKETS BY EXPORT.

The following translations are reproduced from the *Japan Chronicle*:—

Dealing with the decline of Japan's foreign trade, the *Jiji*, a recognised authority on economic matters, remarks:—

"Though this year's foreign trade showed a considerable excess of imports during the first seven months, the balance was turned in August, as usual, and there was a continued excess of exports during the three months, August to October. In November, however, there was again an excess of imports, though to a slight extent. The first eleven months of the year thus showed an excess of imports to the amount of ¥370,000,000. November is a month which is usually characterised by a marked excess of exports, the excess during the past five years varying between ¥30,000,000 and over ¥50,000,000. It was therefore a remarkable phenomenon that the position of imports and exports was reversed this year and the month actually showed an excess of imports to the amount of ¥3,000,000—a fact which graphically illustrates how dull and inactive the export trade has been. As for the total amount of imports and exports, it went on increasing to a certain extent from January to March, but from April onwards the financial reaction made itself felt to such an extent that there was a steady decrease month after month until the figure for November stood at only ¥210,000,000, about half the figure for the corresponding month of last year. This being so, while there was a considerable gain over the same period of last year so far as the first half of the current year is concerned, the amount of trade for the last half showed as considerable a decline, there being no great difference between it and the figure for the same period of 1918. Of the decline of trade during the latest three months, the most notable feature is the decrease of exports. Thus, in the case of imports, each compared with the preceding month, September showed a decrease of ¥6,000,000 and October of ¥12,000,000, while in November there was an actual increase of ¥1,000,000, but the decline in exports was far greater, September and October showing a decrease of ¥30,000,000 each and November ¥30,000,000. This is why there was in November an excess of imports to the amount of ¥3,000,000. This is a noteworthy fact which requires careful consideration."

## CAUSE OF DECLINE.

"The decline of imports and exports is due to decrease in purchasing power both at home and abroad, which has been brought about by the contraction of credits all over the world. So long as the credit conditions of other nations with whom Japan is in business dealings do not improve, greater activity of trade will be out of the question, even though financial circles here may be put in order more quickly than expected, and the economic situation in this country restored sooner than anticipated. If the present undue inflow of specie gradually relieves the tension of the money market here and the purchasing power of the nation is stimulated by the decrease in the congestion of goods and progress of financial readjustment, imports, which have been on the decline, may perhaps increase, but in that case it is evident the excess of imports will still go on increasing. So long as the purchasing power of the customer countries does not increase, however, there can be no great increase in exports, especially as prices which have a close connection with the amount of trade, are still going down, both at home and abroad. The decline of export trade for an external cause—that is, because of the considerable decrease in purchasing power in foreign countries owing to the worldwide contraction of credits—cannot be helped. But it is a serious mistake to believe that the decline of export trade is due entirely to external causes, for it is indisputable that internal causes have also affected exports. We refer to the policy, followed by some dealers here, of artificially keeping up the prices of exports by means of a system of forcing up of prices by means of cartels, or of work for instance, non-sale of manufactures, restriction upon the receipt of consignments, and fixing of conventional prices, have caused the customer countries to put off their intended purchases on the one hand and given foreign competitors chances which otherwise would not have fallen their way. It is a well-known fact that the decline in the export of raw silk, which is the greatest cause of the recent excess of imports over exports, has been largely brought about by the unnatural keeping up of the market price by means of the Imperial Raw Silk Co. It is an obviously erroneous policy to try to keep up prices artificially when dealing with a country like America, where it is now a sort of fashion to stimulate demands in and out of the country by cutting off prices of commodities. No wonder that Japan's export trade should be so dull."

## GREAT DUMPING SCHEME IN THE AIR.

While the Japanese Government seems to be taking every precaution against dumping of foreign goods in Japan, a great dumping scheme is evidently in contemplation at the instance of Mr. Inoue, Governor of the Bank of Japan. Of course, no mention is made of the invidious word. But in view of the hint dropped by Mr. Inoue at the dinner recently given by the Industrial Club in Tokyo and the speech delivered by him at the meeting of the Osaka Economic Society on the 4th inst., the authorities of the Bank seem to be intent on promoting what practically amounts to dumping. In short, for stimulating export trade Mr. Inoue urges the co-operation of manufacturers, exporters, bankers and carriers, laying special stress on the sacrifices which he thinks will have to be made for securing and keeping markets for Japanese goods abroad.

Commenting on this interesting subject, the *Yomiuri*, another authority on economic questions, says:—

"The industries in this country which made such great strides onwards during the war have sustained a serious check since last spring. In cotton spinning, silk reeling and all other manufacturing industries, a retrenchment of work and restriction of production are enforced everywhere either by the authority of guilds or out of natural necessity. The economic world here is now partially paralysed. While in England and other European countries production is strongly encouraged on the consideration that the keynote of after-war operations should consist in producing as much as possible, while consuming as little as possible, production and industrial development are artificially restricted in Japan. In fact, the whole country is 'going slow'. Nothing could be more foolish than such a course. We have often urged the necessity of administering some stimulus to commerce and industry in order to restore production. It now seems that the authorities have begun to move in this direction. As hinted by President Inoue of the Bank of Japan at the recent Industrial Club dinner, the Government seems to be meditating the encouragement of export trade by the co-operation of manufacturers, bankers, carriers, etc., and for this purpose it appears that the Bank of Japan is prepared to make long-term advances to exporters. In case this plan materialises, the congested goods which have been such a weight on producers here since last spring will be cleared off and the partial paralysis with which the economic world is now seized will be cured to some extent, and business activity may perhaps be restored as a result. Besides, the recent panic has dealt such a serious blow to Japanese exporters that it is hardly an exaggeration to say that the exporting organs are practically at a standstill. So a scheme such as the Government is said to be meditating is particularly opportune at the present juncture. It is very well for the Bank to lend out export funds for a long time on condition that the scheme is carried on conjointly by the business men interested. But long-term advances are not the only thing desirable. It is also necessary that such advances should be made at low interest. The Bank has recently accommodated firms with considerable relief funds, but the high interest exacted on them has aroused much complaint. For instance, in the case of the sums advanced for the relief of the market, the Bank itself collected 2.7 per cent diem (almost 10 per cent per annum), but as the money had to pass several intervening organs before it reached the ultimate debtors, the latter had to pay no less than 4 per cent diem (14.6 per cent per annum). It is surprising that so ungenerous a rate should have been levied on money ostensibly granted for relief."

## A DEFENCE OF DUMPING.

The following remarks attributed by the *Yomiuri* to a certain financial official will be found interesting in this connection:—"During the war it was easy enough for Japanese producers to sell their goods abroad at high prices. But now, when longer the case. In order to sell goods, they must make them well and at low cost. But the export trade cannot be developed by the unassisted efforts of producers alone. Producers, exporters, bankers and carriers must combine in making more or less immediate sacrifices and endeavouring to produce goods as cheaply as possible, carry and sell them on as small margin as possible, and by all giving as much credit as possible at the lowest possible rate. This seems to be the essence of the scheme of the Bank of Japan for saving exports. It seems to be the intention to make longer advances than ever if manufacturers are willing to co-operate with exporters in selling goods cheaply to foreign countries. This is a very reasonable scheme in itself. In one sense, however, it may look like a dumping conducted by the united force of the nation. Some foreign critics may perhaps denounce it as a piece of militaristic economics. The objections to the scheme are (1) that it may hurt the feelings of foreign countries, (2) that it may be opposed by native consumers, and (3) it may fan up speculative mania against the entire nation, combining in making dumping operations abroad, it may perhaps be feared that the protectionist Republican Administration in America, for instance, will raise the import duty on silk in retaliation and the British Government may set on its preferential tariff system more emphatically than ever. Seeing that Japan is devoid of many kinds of raw materials, competing Powers may subject her to a material blockade. Within the country itself, the problem of prices is still being loudly discussed. In case goods are sold cheaply in foreign countries along for the protection of industries, denunciations will find it a good weapon for attacking the Government. To lend money to exporters who have only recently failed because of their speculative transactions may perhaps bring about a resurgence of the fever of speculation. But as this country has so little elbow-room for her growing population, she cannot economically develop unless territory is extended, goods are made and exported, or emigrants are sent abroad. But an extension of territory is absolutely tabooed. Emigrants are refused admission. The only alternative open to this nation is then to develop commerce and industry and extend markets in foreign countries. The development of the export trade is thus an expression of the nation's right of self-protection. But in order to develop exports to-day, it is imperative to adopt some bold measure. Unfavourable criticism on the part of competitors is inevitable. But it will be better than the charge of militarism. Besides, there will be no reasonable ground for complaining when money is put in the way of encouraging exports by the Government, but by the guilds of producers. To sell goods at high prices at home and sell them at lower ones abroad may not sound well. But there can be no harm in reducing the cost of production and general price by increasing production and selling in foreign countries at specially low prices, though it is of course objectionable to pay export-encouragement money at the expense of consumers at home."

## HOW FOCH TOOK THE HELM.

## "YOU CAN ALWAYS STOP THE BOOHE."

The Foch-Clemenceau controversy continues, and the flood of new information with regard to the fateful decision at Doullens, and other critical dates in the war and the peace-making, continues without abatement.

The *Matin* has published an account of the Doullens Conference from the pen of its editor-in-chief, M. Stéphane Lemaire, who is publishing a book of his reminiscences. M. Lemaire relates how, on Sunday, March 23rd, 1918, the fourth day of the German offensive, M. Clemenceau went to call on M. Poincaré to tell him that he had just returned from Compiègne, where he had seen General Foch, that things were going very badly, and that he feared they would have to consider the evacuation of Paris. M. Poincaré declared that there could be no question of that, and M. Clemenceau promised to see General Foch again and telephone the President of the Republic his second thoughts.

In the evening M. Poincaré was informed by telephone that General Foch maintained his opinion. M. Poincaré then wrote to M. Clemenceau asking him at least before taking so extreme a decision as the evacuation of Paris, to call a Cabinet meeting. At the Cabinet meeting M. Clemenceau drew up a paper in his view, and suggested that they should wait until after the Doullens interview two days later with the representatives of the British Government. He also asked the President of the Republic to accompany him, so that he could form his own judgment on the situation.

## "NO FURTHER RETREAT."

On Wednesday, March 26th, the Doullens Conference took place. When M. Poincaré, Clemenceau and the others had arrived, they found Sir Douglas Haig still in conference with his Army commanders, and thought it was better not to interrupt him.

Those who were gathered round M. Poincaré were M. Clemenceau, M. Loucheur, and also a general in slate grey, who from time to time nervously tapped himself with an old stick which was fashioned in the form of a *goutte* head, and which he carried under his left arm: it was Foch. No one knows exactly who told him to come, but he had come. As soon as he saw the President of the Republic he went up to him, took him aside, and said: "Do you know the orders which have been given?" The President did not know them. They were grave. They consisted of almost the complete retreat of the Army, and entailed at an early date the evacuation of Paris. They seemed to produce in the victor of Pèrre-Champenoise an extreme agitation. In his quick, nervous, jerky tones he repeated:—

"Paris has nothing to do with the matter. Paris is a long way off. This is where you ought to stop the Boche. You have only to say: *Il ne passera pas* and he will not pass. You can always stop the Boche; you have only to give the order, and I guarantee you that three-quarters of your task is done when it is known that there is to be no more retreat."

Haig and Pétain are two men who are trying to keep closed a double door, each pushing against his half. The doorway has been forced in the centre, and both of them are behind his own door, are watching the enemy pushing in, not knowing how to close the door again, and who ought to begin the task.

"But how would you stop them?" asked M. Loucheur, who had come up. "Ah," answered General Foch, "you know my method. I stick a seat there, another there, and yet another there. The Boche can make little headway. I stick yet another seat there, and the Boche is pinned down. You can always pin down the Boche."

M. Clemenceau had come up, and although, as M. Lemaire says, he did not like General Foch, because General Foch had recently opposed him, and he did not take kindly to those who differed from him, he leaned over to M. Loucheur and signed his assent. At that moment the British Conference was over, and the Franco-British Conference began.

Each, even at this solemn hour, wore his usual aspect. M. Poincaré was calm; M. Clemenceau caustic; Lord Milner phlegmatic; Foch nervous; Pétain impenetrable, while Haig had the drawn and tired face of a man who had not slept for three nights. Poincaré, with the lucidity which came in the most anxious hours never deigned him explained the situation, and added, with energy, that he wished to stop the Boche where they were, and nowhere else. Field-Marshal Haig said he was ready to do his best, and ready to defend Amiens, whereupon Foch left up, and striking the table exclaimed:—"No, Field-Marshal! No! There is no question of Amiens at all. We must conquer before Amiens; we must conquer where we are." And in a few abrupt, metallic phrases he repeated the demonstration he had made in the square of Hôtel de Ville.

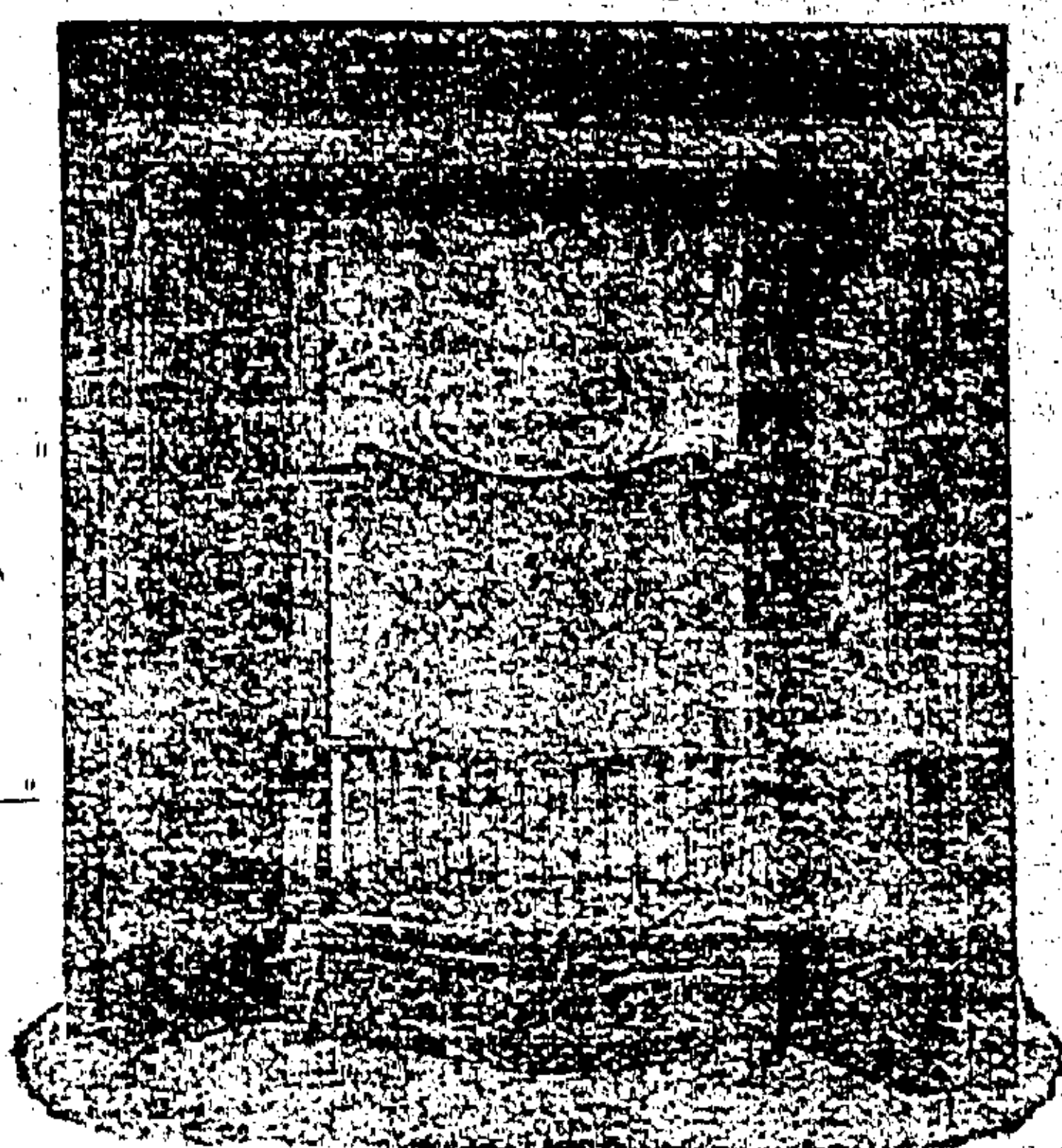
## THE PLAN FOR THE TASK.

At this moment Milner got up and beckoned to Clemenceau with whom he had a brief whispered dialogue. Milner was heard to repeat several times:—"There is the plan." Haig got up and joined them. He is a fine and noble figure, is this mortal soldier. From the first day of this battle he had realised the truth. There was no cohesion, and there was no agreement between the two Allied Armies. If they went on thus, they were marching straight for disaster. Only one remedy existed; and that was to put above him, and above Pétain, a single chief, whose orders they would both have to obey. As far as he was concerned he would willingly act under the orders of Foch.

The French Commander-in-Chief had no less patriotism than the British Commander-in-Chief, and accepted without hesitation. Then M. Loucheur took a sheet of paper and drew up a declaration by the terms of which General Foch had entrusted to him the duty of co-ordinating the efforts of the two armies. "Since you write so well," said M. Clemenceau, "write two copies of his declaration, and we will sign it at once."

He did so, and the decision whereby the Supreme Chief was placed at the head of the two armies was signed in pencil on a half-sheet of notepaper.



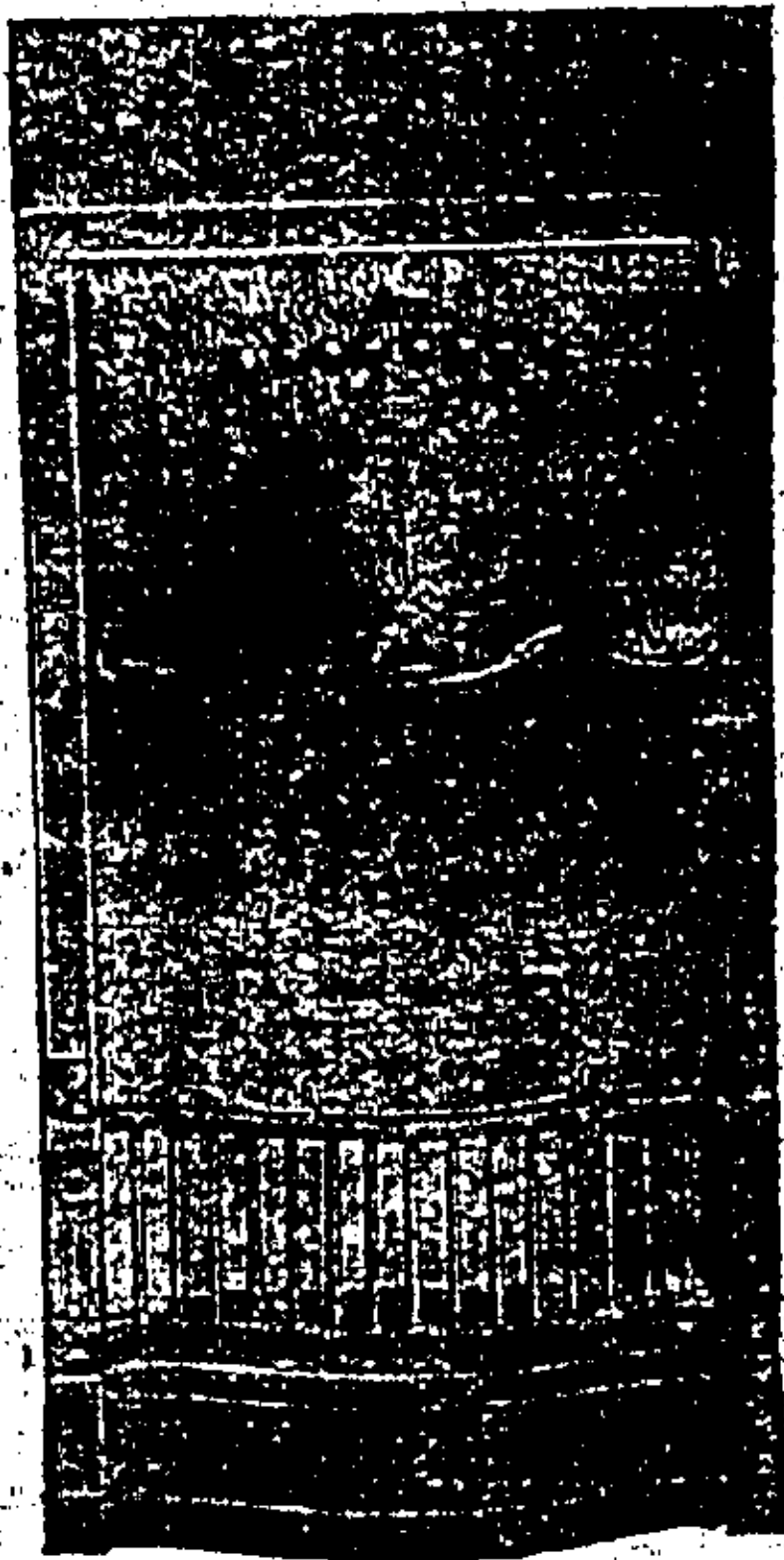


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MARRIAGE AND MORALS.  
BISHOP OF LONDON ON PRESENT-DAY PROBLEMS.

In an address on the Lambeth Conference resolution relating to marriage, the Bishop of London asked: "Am I misrepresenting public opinion generally when I say it is the prevailing opinion that every young man will sow his wild oats?"

The Bishop went on to say it was generally urged by many that they could not expect a young man to live a pure life. Some went so far as to say they must not be too hard on a man for one or two lapses after his marriage.

The resolutions of the Lambeth Conference sought to combat such dangerous doctrines, and enunciated the true Christian spirit. "The idea that marriage is a kind of licensed prostitution," he proceeded, "is one of those horrible ideas that we must fight against. Married life must have the same self-control as unmarried life, and purity before married life is essential to true happiness. In half the divorces that take place there is collusion, and the Church must take a clear and firm line. If the Church does not you will have young men getting married on trial. The last argument for indissolubility is the children—the children have the right of protection."

GERMANY'S MORAL DECAY.  
CHURCH LEADER'S CENSURE.

A pastoral signed by Cardinal Bertram, Archbishop of Breslau, and by all the German Catholic Archbishops and Bishops, dealing with the increase of vice and decay of morals, has been published throughout Germany.

The pastoral declares that open immorality has been greatly increased by the war and the national misfortune, and if it is not checked the whole German people must go under in it. It has become worse since the revolution, which was the hour of the powers of darkness. The effects are seen in the shameful output of the secret Press and in theatres and cinema, where morals and the sanctity of marriage and family are openly mocked at.

Among the causes of this growth of immorality, the pastoral saw the immorality of fashions in dress, and it exhorts German women to reform them. It regards the latest outcome of these immoral tendencies, the movement to abolish punishment for what it calls "prenatal murder," with deepest concern. The pastoral conveys the impression that there has been an increase of immorality in country districts of Germany apart from the towns; it states that this view is confirmed by the deepest thinkers in science, statesmanship, medicine, and education.

BARBERS AND SURGEONS.  
SIR D'ARCY POWER AND AN OLD ALLIANCE.

Sir D'Arcy Power, surgeon to St. Bartholomew's Hospital, delivered the Vicary historical lecture at the Royal College of Surgeons. The Master and Wardens of the Barbers' Company, by whom the lectureship was founded last year, were among those present.

Sir D'Arcy Power took as his theme, the education of a surgeon under Thomas Vicary, who lived from 1490-1562. The consulting surgeons in London were ruined, he said, by the Wars of the Roses and in the 16th century allied themselves with their old competitors, the barbers, and were joined with them by Act of Parliament in 1540. The United Company of Barbers and Surgeons reorganised surgical education in London. The United Company kept a jealous eye on its members. Every patient in danger of death or permanent incapacity had to be reported to the Master and Wardens within three days of the first attendance. The Master and Wardens, being surgeons, were under an obligation to visit such patients gratuitously. This system of consultation was strictly enforced and there were numerous instances of fine imprisonment, and revocation of the licence for its neglect. The system worked satisfactorily, for it gave confidence to the friends of the patient, relieved the surgeon of responsibility in a very litigious age, and gave the senior members of the company a large experience in difficult cases. The United Company was dissolved in 1745.

TOO FAT TO SINK.

Excessive corpulence, which generally handicaps its victims, played a good turn in the case reported of a labourer who tried to drown himself at Swanage, but is still alive because he was too fat to sink. Lord Esler records another instance where a paunch proved beneficial. "In the throes of the Battle of Ypres," he writes, "the French troops, under a punishing fire, began to retire. They were met by General Grossetti, whose proportions were Falstaffian, and who also had something of Sir John's wit when referring to his physical disabilities. 'What do you propose to do with me?' he called out to them. 'I am too fat to run away. I am tired to death, and must sit down. Get me a chair.' A solid camp-stool was brought by a soldier, and down he sat, quietly resting in the middle of the shell-torn street, awaiting the advent of the enemy. He continued to fling humorous jokes at the men as they passed. 'I am an unlucky fellow: I cannot retire.' 'You see I am good for nothing but to sit where I am.' A company in Indian file began to creep past, hugging the walls of the rock-creep houses. 'Where are you on to, my children? Is this really a retreat? Are you thinking of leaving your old general in the lurch?' The men stopped, petrified at seeing Grossetti sitting placidly on his camp-stool with shells bursting round him and amid showers of shrapnel. The example was irresistible. They cheered him lustily, turned, and began to advance."

It is announced in the *Bookpost* that a London firm of publishers agreed to pay Mr. Winston Churchill £25,000 for the rights of his next book which will deal with events since the beginning of the war. It is not to be supposed for a minute, we are told, that this work will contain matter gleaned from private official documents.

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[23-17]

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## OUR LONDON LETTER.

## THE DEVELOPMENT OF THE

## IRISH QUESTION.

## BRITISH OPINION AND THE MURDER

## CAMPAIGN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 25th.

THE IRISH TRAGEDY.

The "Irish Question" (what a multitude

of things the phrase covers!) took a turn

for the worse this week. Fourteen British

officers were murdered in Dublin under

circumstances of exceptional barbarity, even

for Ireland. Some of them, as you know,

were roused from their sleep, dragged from

their beds, and riddled with bullets under

the eyes of their wives. There have been

many accounts of Sinn Fein murders in the

papers in recent months, but for once the

story of the crime in Dublin given to the

House of Commons is an official document

purporting to be an official document

narrative, giving free play to the graphic

powers of the trained writer.

Of course, the story of what has occurred

in the Irish capital is not more horrible

than many other crimes which are an

everyday occurrence in Ireland. It is the

attendant circumstances, in the present case

that have aroused public opinion in England.

Even the Parliamentary Labour

Party at a meeting this week, while

ostentatiously and quite unnecessarily con-

demning "the British Government's in-

human policy of repression," expressed

abhorrence of the Dublin crime, and

pointed out that they jeopardised the

success of all efforts to bring about an early

and honourable settlement of the Irish

question.

ANARCHY!

The conditions in Ireland are so appalling

that it is very difficult to deal adequately

with the subject. It can be discussed from

many standpoints, and still, no matter how

you look at it, the final result is the same—

a sense of bewilderment, and a feeling

of helplessness.

How is a country within a few hours'

journey of London, yet things are taking

place there as savage and brutal as any-

thing recorded of uncivilised lands. It is

as though you took a ticket at Euston

over-night, and next morning found you

had passed beyond the pale of civilisation;

where life is of no account, and you may

be shot on sight defenceless at a street

corner, or in your bedroom, without warn-

ing or the least hesitation, and all because

somebody or other chooses to think you are

anti-Sinn Fein.

What puzzles most people on this side of

the Irish Sea is whether the desperadoes

who are responsible for the murders, are

really part of the Sinn Fein organisation,

or whether they are merely social and

political Bolsheviks who are acting inde-

pendently, and are out for anarchy. It is

said that Mr. Arthur Griffiths, the reputed

leader of Sinn Fein, is vastly disconcerted

because these outrages have upset all his

plans for separatism, the setting-up of the

so-called Irish Republic. He has sense

enough to perceive that what is taking place

is the very last thing that could help Sinn

Fein to cut Ireland adrift from the British

Empire, and set up as an independent

State. On the other hand, neither he nor

anyone else who counts in the movement

has denounced the wholesale outrages that

must damn the claims of any man or party

aspiring to govern a country.

WHAT OF THE CHURCH?

Moreover, the Roman Church, now as

always paramount in Ireland, has not de-

nounced the murder campaign. On the

contrary, we have Cardinal Mannix, the

notorious prelate from Australia, who is

allowed to stump this country telling

audiences in the North of England that

there is no murder conspiracy in Ireland.

At this rate, the dictionary will have to

be revised and a new meaning found for

the killing of policemen and soldiers on

duty to preserve law and order, and the

authority of the Crown. It is not surpris-

ing, perhaps, that the attitude of Rome

all through the grim tragedy is beginning

to form subject-matter for comment in the

public Press here. It is not necessary to

pursue the matter further. Having stated

the facts, those who care to do so can draw

their own conclusions.

THE GOVERNMENT POLICY.

According to what is currently reported,

the majority of the Irish people are horri-

fied at the crimes that disgrace their coun-

try. But they do nothing to help the

authorities to lay the criminals by the heels,

the reason being, it is said, that the

population is in the grip of the Sinn

Feiners, who have imposed a Reign of

Terror, absolute and complete. Mr. Lloyd

George describes what is going on as "a

criminal conspiracy." On that ground he

has declared the Government are deter-

mined to break up the conspirators, by

force. The Dublin murders will certainly

help to stiffen opinion in England to back

up the Government in whatever measures

they deem necessary in Ireland.

This, of course, leads directly to the ques-

tion of "reprisals" to which I have re-

ferred several times in this correspondence.

On that point, the enemies of the Govern-

ment concentrated; they blame the Govern-

ment for the occasional shooting of Sinn

Feiners by police and their auxiliaries, the

"Black and Tans," who have been mad-

dened beyond human endurance by the

cowardly assassination of their comrades.

This "made a handy" weapon, and the

fullest possible use has been made of it by

a section of the Press.

A CHANGE OF FRONT.

It is significant, that since the Dublin

massacre of officers newspapers which have

hitherto featured reprisals in their columns

are altering their attitude. It may be

that they are beginning to realise that

affairs in Ireland are now too serious to

serve the usual purpose of party politics

in England. But we shall see. Mean-

while, it is well to note that in the quar-

ters referred to there is the possibility of

change of heart. There has been rather

too much indignation when a notorious

Sinn Fein has been placed against a

wall and shot, while at the same time there

has been no indignation at all, and small

sympathy, for slaughtered policemen and

soldiers or their widows and orphans.

The situation gives peculiar interest to

the House of Lords' treatment of the Home

Rule Bill before the Chamber this week.

It is expected that they will pass it. If

they do, and it becomes law, and the Irish

refuse to work it, there will be the respon-

sibility, for they will place themselves

definitely in the wrong in the eyes of the

whole world. It proposes to confer upon

the Irish the fullest measure of self-

government that is possible, short of in-

dependence of Britain and the British

Empire.

SOCIALISTS AND OTHERS.

There is an old saying that when thieves

fall out honest men have a chance of com-

ing into their own. The proverb is applic-

able to our extremists. It is decidedly

piquant to find British Socialists attack-

ing their "comrades" a little more

advanced than themselves. The British

Social Democratic Federation, better

known as the "S.D.F.," have discovered

the rottenness and futility of the policy

of minority misrule, murder, outrage,

"direct action," and Labour conscription

generally described as Bolshevism.

In the current issue of the organ of the

Socialist group the Secretary of the

"S.D.F.," states that the realisation of

Socialism is only possible on the basis of

Democracy, and that Bolshevism is the

negation of Democracy. It means, he

states, "violence and war." He goes on

to elaborate the argument by saying that

the Bolshevik leaders have "robbed the

workers of freedom and Democracy." Fur-

ther, as a party, the "S.D.F.," declare,

"We have resisted the frivolous and

criminal tendencies of impossibilists,

syndicalists, Bolsheviks, confusionists,

and short-cutters generally."

We have all heard about the devil cor-

recting sin; but I think it will be conceded

that this choice assortment of names per-

fectly fits the workers of Britain and the

would-be destroyers of British liberty.

Perhaps some day the British "S.D.F.,"

may come to see the folly and futility of

its own theories of Government as clearly

as it now sees the criminal madness of

Bolshevism. Meanwhile, the foregoing is

a valuable pointer as to the trend of

opinion in "advanced" circles in this

country.

MR. JESSE COLLINGS.

The nation has lost a kindly and devoted

servant by the death of Mr. Jesse Collings,

who has passed away at the age of 60, after

a lifetime of useful and profitable service.



## SHIPPING NEWS

## ARRIVALS.

January 2nd.  
*Tan Tin Fat*, Chinese str., 445 tons, Capt. A. Noronha, from Hoihow, with a general cargo—G.N. Co.  
*Kwong Tak*, Chinese str., 1,330 tons, Capt. Stewart, from Shanghai, with a general cargo—C.M. Co.  
*Winglung*, British str., 1,610 tons, Capt. Puckett, from Shanghai and Amoy, with a general cargo—B. & S.  
*Taihoon Wan*, British str., 1,875 tons, Capt. J. Robinson, from Java, with sugar—B. & S.  
 January 3rd.  
*Alaska*, Japanese str., 4,522 tons, Capt. Mura, from Manila, with a general cargo—O.S.K.  
*Amone*, French str., 2,901 tons, from Yokohama with a general cargo—M.M.  
*Benelux*, British str., 2,970 tons, Capt. Grierson, from Dalny, with a general cargo—Nemacze.  
*Wario*, Japanese str., 2,455 tons, Capt. Hida, from Moji, with a general cargo—Doddwell & Co.  
*Hop Sang*, British str., 3,230 tons, Capt. J. W. Ferguson, from Shanghai and Swatow, with a general cargo—J.M. & Co.  
*Metor*, British str., 2,545 tons, Capt. Har, from Swatow, with Kerosene oil—A.P. Co.  
*Prosper*, Norwegian str., 1,270 tons, Capt. E. Olsen, from Saigon, with rice—Yu Chong.  
*Wing Sang*, British str., 1,517 tons, Capt. L. Jovitt, from Shanghai and Swatow, with a general cargo—J.M. & Co.  
*Xuelu*, Chinese str., 955 tons, Capt. Brown, from Canton, in ballast—Hung Shau.

## CLEARANCES.

January 3rd.  
*Amone*, for Marcella.  
*Chung*, for Bangkok.  
*Hong Hwa*, for Singapore.  
*Hop Sang*, for Canton.  
*Hydrangea*, for Swatow.  
*Lari Samud*, for Bangkok.  
*Kung Hong*, for Shanghai.  
*Sin Kiang*, for Canton.  
*Wing Sang*, for K. C. Wan.  
*Wing Sang*, for Canton.  
*Yue Wah*, for Hoihow.

## PASSENGERS.

Per a.s. *Amone*, for Hongkong, from Kobe, Mme. J. van Bouschem; from Shanghai, Mme. Logey, Mr. Eric J. Wentz, Mr. J. S. Howard, Mmo. Kavakuchi, Mr. Ribeiro. Total passengers on board 110.

## DEPARTURES.

Per a.s. *Sichia*—Major-General F. Ventris, Hon. Mr. A. G. M. Fletcher, Hon. Mr. E. H. Hamilton, Mr. and Mrs. Garibaldi, Mr. P. H. Wheeler, Mr. and Mrs. W. G. W. Smith, Mr. and Mrs. W. H. Harris, Mr. and Mrs. Emerson, Mr. Hartman, Mr. Erdman, Mrs. Calvert, Miss Calvert, Master Calvert, Mrs. Matthews, Miss Groves, Miss Walton, Mrs. Sayre, Miss McDermid, Mr. Griffin, Mrs. Hewet, Mrs. Piger, Miss Stevens, Mr. and Mrs. Seward, and the Misses Seward, Mr. Bond, Mr. Thomson, Mr. and Mrs. F. H. Chaso, Mr. Fearnly, Mrs. Smeeton, Mrs. Williamson, Mr. and Mrs. A. J. C. Taylor, Mr. Oh Gim Koo, Mr. M. Oliver, Mr. G. B. Brown, Mr. and Mrs. E. G. Brown, Mr. and Mrs. P. S. Sargeant, Mr. and Mrs. Foulds, Master Foulds, Capt. T. Jones, and Mr. Van Pak Wei.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Takaoka Maru* (Calcutta line) left Moji on January 2nd, and is expected here on January 7th.  
 The N.Y.K. s.s. *Ashihara Maru* (American line) left Kobe on January 3rd, and is expected here on January 15th.  
 The N.Y.K. s.s. *Hanayama Maru* (Bombay line) left Yokohama on December 31st, and is expected here on January 10th.  
 The s.s. *Louther Castle* left Honolulu on December 31st for Japan, and is due in Hongkong on February 6th.  
 The E. & A. Co.'s s.s. *Eastern* left Manila for Hongkong on the 1st instant at 9 p.m., with the Australian mails, and is due here at 8 a.m., to-day.  
 The s.s. *Anchises* (Blue Funnel line) left Singapore on January 1st for Manila, and is due at Hongkong on the afternoon of January 9th.  
 The R.M.S. *Empress of Asia* arrived at Shanghai on January 1st, and is due at Manila on January 5th.  
 The s.s. *Protestant* (Blue Funnel line) left Singapore on December 30th, and is due here to-day.

## VESSELS EXPECTED.

Atsue Maru, from Australia, due January 19th.  
 Anchises, due January 8th.  
 Atsue Maru, due January 6th.  
 Empress of Asia, due about January 10th.  
 Glenelg, due about January 25th.  
 Kumano Maru, from London, due January 15th.  
 Ito Maru, from Europe, due January 16th.  
 Matsuyama Maru, from London, due February 1st.  
 Protestant, due January 5th.  
 Yagumo Maru, from Japan, due January 10th.  
 Salsburg from New York, due January 15th.  
 Schodack from New York, due January 10th.  
 Takaoka Maru, from Japan, due January 7th.  
 Takaoka Maru (European line), due January 30th.  
 Tetsu Maru, due February 10th.  
 Tetsu Maru, due February 17th.  
 Tetsu Maru, due January 25th.  
 Tetsu Maru (Calcutta line), due January 25th.  
 Tetsu Maru, from Japan, due January 14th.  
 Yokohama Maru (European line), due January 25th.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. J. Arnold  
 Mr. R. E. Atwell  
 Mr. E. B. Anley  
 Mr. J. T. Bagram  
 Mr. J. A. U. H. M.  
 Bannerman  
 Mr. & Mrs. J. Barr  
 Master G. Barr  
 Master H. Barr  
 Mr. & Mrs. G. F.  
 Barlett  
 Mr. J. E. de Beau-  
 champ  
 Mr. F. Bernheim  
 Mr. F. Bennett  
 Mr. & Mrs. C. H.  
 Benson  
 Mr. & Mrs. S. Boney  
 Mr. A. H. Boul  
 Mr. E. F. Brannum  
 Mr. D. F. Bostock  
 Capt. K. Bottoma  
 Mr. G. Brennan  
 Mr. G. H. Brooks  
 Dr. J. G. Lyon Brown  
 Mr. H. F. Campbell  
 Mr. P. Carlton  
 Mr. P. D. Chandler  
 Hon. Mr. & Mrs. W.  
 Chalmers  
 Miss C. E. Clarke  
 Mr. A. E. Cunnell  
 Mr. W. F. Cutler  
 Mr. N. B. Davies  
 Mr. D. R. Davies  
 Mr. & Mrs. F. H.  
 Deacon  
 Mr. J. Dewar  
 Mr. & Mrs. Montague  
 Ede  
 Mr. C. R. Erdman, Jr.  
 Mr. A. E. Fisher  
 Capt. & Mrs. P. P.  
 Ferguson  
 Mr. V. S. Fisher  
 Lt. C. S. Fisher  
 "A.D.C."  
 Mr. & Mrs. W. H. Gale  
 Mr. & Mrs. G. Gable  
 Mr. & Mrs. Garibaldi  
 Mr. J. S. G. Gardner  
 Mr. J. S. Gaston  
 Mr. J. N. Gibbons  
 Mr. & Mrs. G. Goble  
 Mr. E. C. Gould  
 Miss Grant  
 Mr. & Mrs. H. M.  
 Green  
 Miss N. Green and  
 nurse  
 Mrs. Griffin  
 Mr. W. E. Hale  
 Capt. T. H. Hall  
 Dr. Hallan  
 Mr. & Mrs. Hanford  
 Mr. & Mrs. W. A.  
 Hannibal  
 Mr. K. Harding  
 Mr. J. Scott Hartson  
 Mr. R. J. Harrison  
 Mr. R. Hartman  
 Mr. T. Hawes  
 Mr. R. L. Hecht  
 Mr. R. Henderson  
 Mr. D. G. Hill  
 Mr. & Mrs. Hindmarsh  
 Capt. H. H. Hirth  
 Mr. H. H. Hirschchild  
 Mr. H. J. Huil  
 Mrs. M. Hussey  
 Mr. E. F. Jewett  
 Mr. S. J. Johnston  
 Mrs. E. B. Jones  
 Mr. & Mrs. H. W. Allen  
 Capt. Archer  
 Mr. & Mrs. A. E.  
 Ashton  
 Surgeon Comdr and  
 Mr. H. P. Aveling  
 Mr. H. P. Aveling  
 Mr. B. Barker  
 Mr. B. E. O. Bird  
 Mr. & Mrs. Blair  
 Mr. M. J. Breen  
 Mr. J. G. Bridger  
 Capt. & Mrs. Carson  
 Mr. G. F. Caville  
 Mr. & Mrs. J. W.  
 Church  
 Mr. & Mrs. D. Cookburn  
 Mr. C. F. Cooper  
 Mrs. Corman  
 Mr. R. Crowley  
 Mr. D. F. Cuthill  
 Mr. J. D. Dabry  
 Eng-Comdr. W.  
 Dawson  
 Mr. & Mrs. E. J. Dickie  
 Mr. & Mrs. B. A. Hale  
 Capt. Douglas  
 Lt. Comdr. & Mrs.  
 T. B. Drew  
 Mr. D. D. Dryden  
 Mr. & Mrs. John  
 Duncan  
 Mr. & Mrs. Dunnett  
 Mr. G. H. E. E. E.  
 Mr. N. E. Ellis  
 Mr. & Mrs. L. E.  
 Egan  
 Miss Gibson  
 Mr. A. V. Farmer  
 Mr. C. Farmer  
 Mr. J. Farmer  
 Rev. W. T. Feather-  
 stone  
 Mr. H. Greenwood  
 Mr. & Mrs. W. H.  
 Grookamp  
 Mr. & Mrs. B. A. Hale  
 Mr. R. G. Hale  
 Mr. L. Hansen  
 Mr. & Mrs. Hollings-  
 worth  
 Mrs. Jenkin  
 Mr. Jenkin  
 Mr. & Mrs. J. Crowe  
 and child  
 Miss Robinson  
 Mrs. E. Robinson  
 Mr. J. Duguid  
 Mr. R. Godfrey  
 Mr. A. E. Gillespie  
 Mr. & Mrs. F. Gordon  
 Mr. A. Greenett  
 Mr. E. Heather  
 Mr. & Mrs. Hobbs  
 Mr. & Mrs. H. S.  
 Hurley  
 Mr. W. G. Hies  
 Mr. T. Jones  
 Mrs. E. A. Liley  
 Mr. W. A. Macdonald  
 Mr. E. M. Joseph  
 Mr. B. Julian  
 Mr. & Mrs. R. Kewley  
 Mr. & Mrs. N. B.  
 Karanika  
 Maj. Gen. Sir George  
 and Lady Kirk-  
 Patrick  
 Miss Kirkpatrick  
 Miss M. Kirkpatrick  
 Mr. Alb. Kopp  
 Mr. & Mrs. L. V.  
 Ledout  
 Mr. W. B. Leeds  
 Dr. M. C. Lasher  
 Mr. A. O. Levy  
 Miss H. Lillie  
 Mr. G. Lullie  
 Mr. & Mrs. N. G.  
 Maitland  
 Mr. P. Marks  
 Capt. A. Martin  
 Mr. & Mrs. J. Martin  
 Mr. Mene A. May  
 Miss M. Macdonald  
 Mr. E. T. McCarthy  
 Mr. H. H. McCombs  
 Mr. D. McMurtry  
 Mr. R. L. Miller  
 Mr. & Mrs. Mooney and  
 child  
 Mr. R. C. Morton  
 Mr. & Mrs. W. F.  
 Nesson  
 Mr. & Mrs. J. N. Parker  
 Miss A. J. Patterson  
 Mrs. N. E. Peppercorn  
 Mr. R. S. Perry  
 Mr. A. V. Pettit  
 Miss E. Proper  
 Mr. C. H. Ray  
 Mr. E. H. Say  
 Mr. N. T. Reid  
 Lt. Col. & Mrs. Beiss  
 Miss H. H. Reid  
 Mr. G. J. Rudolph  
 Mr. & Mrs. R. Forbes  
 Russell  
 Mr. Jack Ryan  
 Mr. W. G. Saunders  
 Mrs. C. Sayre  
 Mr. E. H. Scott  
 Mr. Frank Selby  
 Mr. & Mrs. E. T. Seward  
 Miss K. Seward  
 Mr. E. Seward  
 Capt. Sigmond  
 Mrs. J. Sinclair  
 Mr. E. H. Skelton  
 Mr. G. C. Skinner  
 Mr. W. V. de Steen  
 Mr. H. Stewart  
 Mr. W. J. Sullivan  
 Mr. E. Sutton  
 Mr. & Mrs. A. J. C.  
 Taylor  
 Mr. & Mrs. C. P.  
 Templeton  
 Mr. B. Thomson  
 Miss D. Tilling  
 Mr. D. Timmins  
 Dr. S. B. Voet  
 Mr. E. Des Voet  
 Miss A. Walton  
 Mr. R. A. Wain  
 Mr. C. G. Weisbrod  
 Mrs. Welban  
 Maj. T. H. Williams  
 Miss E. M. Williams  
 Mr. F. W. Wijnmalen  
 Mr. M. van Yzeren  
 Mr. F. W. P. Zwagere

## PALACE HOTEL.

Mr. & Mrs. H. W. Allen  
 Capt. Archer  
 Mr. & Mrs. A. E.  
 Ashton  
 Surgeon Comdr and  
 Mr. H. P. Aveling  
 Mr. H. P. Aveling  
 Mr. B. Barker  
 Mr. B. E. O. Bird  
 Mr. & Mrs. Blair  
 Mr. M. J. Breen  
 Mr. J. G. Bridger  
 Capt. & Mrs. Carson  
 Mr. G. F. Caville  
 Mr. & Mrs. J. W.  
 Church  
 Mr. & Mrs. D. Cookburn  
 Mr. C. F. Cooper  
 Mrs. Corman  
 Mr. R. Crowley  
 Mr. D. F. Cuthill  
 Mr. J. D. Dabry  
 Eng-Comdr. W.  
 Dawson  
 Mr. & Mrs. E. J. Dickie  
 Mr. & Mrs. B. A. Hale  
 Capt. Douglas  
 Lt. Comdr. & Mrs.  
 T. B. Drew  
 Mr. D. D. Dryden  
 Mr. & Mrs. John  
 Duncan  
 Mr. & Mrs. Dunnett  
 Mr. G. H. E. E. E.  
 Mr. N. E. Ellis  
 Mr. & Mrs. L. E.  
 Egan  
 Miss Gibson  
 Mr. A. V. Farmer  
 Mr. C. Farmer  
 Mr. J. Farmer  
 Rev. W. T. Feather-  
 stone  
 Mr. H. Greenwood  
 Mr. & Mrs. W. H.  
 Grookamp  
 Mr. & Mrs. B. A. Hale  
 Mr. R. G. Hale  
 Mr. L. Hansen  
 Mr. & Mrs. Hollings-  
 worth  
 Mrs. Jenkin  
 Mr. Jenkin  
 Mr. & Mrs. J. Crowe  
 and child  
 Miss Robinson  
 Mrs. E. Robinson  
 Mr. J. Duguid  
 Mr. R. Godfrey  
 Mr. A. E. Gillespie  
 Mr. & Mrs. F. Gordon  
 Mr. A. Greenett  
 Mr. E. Heather  
 Mr. & Mrs. Hobbs  
 Mr. & Mrs. H. S.  
 Hurley  
 Mr. W. G. Hies  
 Mr. T. Jones  
 Mrs. E. A. Liley  
 Mr. W. A. Macdonald  
 Mr. E. M. Joseph  
 Mr. B. Julian  
 Mr. & Mrs. R. Kewley  
 Mr. & Mrs. N. B.  
 Karanika  
 Maj. Gen. Sir George  
 and Lady Kirk-  
 Patrick  
 Miss Kirkpatrick  
 Miss M. Kirkpatrick  
 Mr. Alb. Kopp  
 Mr. & Mrs. L. V.  
 Ledout  
 Mr. W. B. Leeds  
 Dr. M. C. Lasher  
 Mr. A. O. Levy  
 Miss H. Lillie  
 Mr. G. Lullie  
 Mr. & Mrs. N. G.  
 Maitland  
 Mr. P. Marks  
 Capt. A. Martin  
 Mr. & Mrs. J. Martin  
 Mr. Mene A. May  
 Miss M. Macdonald  
 Mr. E. T. McCarthy  
 Mr. H. H. McCombs  
 Mr. D. McMurtry  
 Mr. R. L. Miller  
 Mr. & Mrs. Mooney and  
 child  
 Mr. R. C. Morton  
 Mr. & Mrs. W. F.  
 Nesson  
 Mr. & Mrs. J. N. Parker  
 Miss A. J. Patterson  
 Mrs. N. E. Peppercorn  
 Mr. R. S. Perry  
 Mr. A. V. Pettit  
 Miss E. Proper  
 Mr. C. H. Ray  
 Mr. E. H. Say  
 Mr. N. T. Reid  
 Lt. Col. & Mrs. Beiss  
 Miss H. H. Reid  
 Mr. G. J. Rudolph  
 Mr. & Mrs. R. Forbes  
 Russell  
 Mr. Jack Ryan  
 Mr. W. G. Saunders  
 Mrs. C. Sayre  
 Mr. E. H. Scott  
 Mr. Frank Selby  
 Mr. & Mrs. E. T. Seward  
 Miss K. Seward  
 Mr. E. Seward  
 Capt. Sigmond  
 Mrs. J. Sinclair  
 Mr. E. H. Skelton  
 Mr. G. C. Skinner  
 Mr. W. V. de Steen  
 Mr. H. Stewart  
 Mr. W. J. Sullivan  
 Mr. E. Sutton  
 Mr. & Mrs. A. J. C.  
 Taylor  
 Mr. & Mrs. C. P.  
 Templeton  
 Mr. B. Thomson  
 Miss D. Tilling  
 Mr. D. Timmins  
 Dr. S. B. Voet  
 Mr. E. Des Voet  
 Miss A. Walton  
 Mr. R. A. Wain  
 Mr. C. G. Weisbrod  
 Mrs. Welban  
 Maj. T. H. Williams  
 Miss E. M. Williams  
 Mr. F. W. Wijnmalen  
 Mr. M. van Yzeren  
 Mr. F. W. P. Zwagere

## PALACE HOTEL.

Mr. & Mrs. J. Crowe  
 and child  
 Miss Robinson  
 Mrs. E. Robinson  
 Mr. J. Duguid  
 Mr. R. Godfrey  
 Mr. A. E. Gillespie  
 Mr. & Mrs. F. Gordon  
 Mr. A. Greenett  
 Mr. E. Heather  
 Mr. & Mrs. Hobbs  
 Mr. & Mrs. H. S.  
 Hurley  
 Mr. W. G. Hies  
 Mr. T. Jones  
 Mrs. E. A. Liley  
 Mr. W. A. Macdonald  
 Mr. E. M. Joseph  
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 Miss Kirkpatrick  
 Miss M. Kirkpatrick  
 Mr. Alb. Kopp  
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 Mr. W. B. Leeds  
 Dr. M. C. Lasher  
 Mr. A. O. Levy  
 Miss H. Lillie  
 Mr. G. Lullie  
 Mr. & Mrs. N. G.  
 Maitland  
 Mr. P. Marks  
 Capt. A. Martin  
 Mr. & Mrs. J. Martin  
 Mr. Mene A. May  
 Miss M. Macdonald  
 Mr. E. T. McCarthy  
 Mr. H. H. McCombs  
 Mr. D. McMurtry  
 Mr. R. L. Miller  
 Mr. & Mrs. Mooney and  
 child  
 Mr. R. C. Morton  
 Mr. & Mrs. W. F.  
 Nesson  
 Mr. & Mrs. J. N. Parker  
 Miss A. J. Patterson  
 Mrs. N. E. Peppercorn  
 Mr. R. S. Perry  
 Mr. A. V. Pettit  
 Miss E. Proper  
 Mr. C. H. Ray  
 Mr. E. H. Say  
 Mr. N. T. Reid  
 Lt. Col. & Mrs. Beiss  
 Miss H. H. Reid  
 Mr. G. J. Rudolph  
 Mr. & Mrs. R. Forbes  
 Russell  
 Mr. Jack Ryan  
 Mr. W. G. Saunders  
 Mrs. C. Sayre  
 Mr. E. H. Scott  
 Mr. Frank Selby  
 Mr. & Mrs. E. T. Seward  
 Miss K. Seward  
 Mr. E. Seward  
 Capt. Sigmond  
 Mrs. J. Sinclair  
 Mr. E. H. Skelton  
 Mr. G. C. Skinner  
 Mr. W. V. de Steen  
 Mr. H. Stewart  
 Mr. W. J. Sullivan  
 Mr. E. Sutton  
 Mr. & Mrs. A. J. C.  
 Taylor  
 Mr. & Mrs. C. P.  
 Templeton  
 Mr. B. Thomson  
 Miss D. Tilling  
 Mr. D. Timmins  
 Dr. S. B. Voet  
 Mr. E. Des Voet  
 Miss A. Walton  
 Mr. R. A. Wain  
 Mr. C. G. Weisbrod  
 Mrs. Welban  
 Maj. T. H. Williams  
 Miss E. M. Williams  
 Mr. F. W. Wijnmalen  
 Mr. M. van Yzeren  
 Mr. F. W. P. Zwagere

## VESSELS ADVERTISED AS LOADING

| DESTINATION                                      | VESSEL'S NAME    | FLAG   | FOR FREIGHT            |
|--------------------------------------------------|------------------|--------|------------------------|
| NEW YORK via PANAMA                              | Rome             | Brit.  | The Bank Line, Ltd.    |
| NEW YORK via SUMO or PANAMA                      | Geisha Prince    | Brit.  | Furukawa (Panama) Ltd. |
| NEW YORK or Boston via SUMO CANAL                | Bolton Castle    | Brit.  | Doddwell & Co. Ltd.    |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.          | Nanking          | Am.    | China Mail S.S. Co.    |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.          | Tenyo Maru       | Jap.   | Toyo Kisen Kaisha      |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.          | Nile             | Am.    | China Mail S.S. Co.    |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.          | Shinyo Maru      | Jap.   | Toyo Kisen Kaisha      |
| SEATTLE, TACOMA, VICTORIA, VANCOUVER, &c.        | Cromsley         | Am.    | The Admiral Line P.    |
| SEATTLE & VICTORIA via J. Ports, SHANGHAI, &c.   | West Yester      | Am.    | Frank Waterhouse &c.   |
| VANCOUVER via SHANGHAI & JAPAN, &c.              | Kashima Maru     | Jap.   | Nippon Yusen Kaisha    |
| VANCOUVER via SHANGHAI & JAPAN, &c.              | Monteagle        | Brit.  | Canadian Pacific O.    |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA            | Empress of Asia  | Brit.  | Osaka Shosen Kaish     |
| VICTORIA, SEATTLE & VANCOUVER                    | Arctura Maru     | Brit.  | Butterfield & Swire    |
| MARSEILLES via HAPROUNG, SAIGON, SPONE, &c.      | Teucer           | Brit.  | Messageries Maritim    |
| MARSEILLES & LONDON via SPONE, PAGO, &c.         | Andre Lebon      | Brit.  | P. & O. B. L. & A. L.  |
| BARCELONA, HARVE & LIVERPOOL                     | Platry           | Brit.  | Butterfield & Swir     |
| GENOA, LONDON & ROTTERDAM                        | Alcinous         | Brit.  | Jardine, Matheson      |
| GENOA & LIVERPOOL                                | Glencoe          | Brit.  | Butterfield & Swir     |
| LONDON, ANTWERP & ROTTERDAM, &c.                 | Hector           | Brit.  | Osaka Shosen Kaish     |
| LONDON & ANTWERP via SHANGHAI, PENANG, &c.       | Havre Maru       | Jap.   | Nippon Yusen Kaish     |
| LONDON, ROTTERDAM & H. B. SUGO                   | Atsuta Maru      | Jap.   | Butterfield & Swir     |
| LONDON, AMSTERDAM & HAMBURG                      | Macdon           | Brit.  | Butterfield & Swir     |
| LONDON, AMSTERDAM & ROTTERDAM                    | Blanca           | Brit.  | Butterfield & Swir     |
| LONDON, ROTTERDAM & LIVERPOOL                    | Lion             | Brit.  | The Bank Line, &c.     |
| PORTLAND                                         | City of Florence | Am.    | The Admiral Line P.    |
| HAMBURG, LONDON, ANTWERP via SINGAPORE           | Montague         | Brit.  | Nippon Yusen Kaish     |
| AMSTERDAM & HAMBURG                              | Tsuruga Maru     | Jap.   | Yama-China-Japan-L     |
| BOMBAY & COLOMBO                                 | Borneo           | Jap.   | Osaka Shosen Kaish     |
| BOMBAY & COLOMBO via SINGAPORE                   | Burma Maru       | Jap.   | Nippon Yusen Kaish     |
| BOMBAY via STRAITS & COLOMBO                     | Rangoon Maru     | Jap.   | P. & O. B. L. & A. L.  |
| STRAITS & CALCUTTA                               | Dilawa           | Brit.  | Jardine, Matheson      |
| SINGAPORE & PENANG                               | Lokang           | Brit.  | Jardine, Matheson      |
| SINGAPORE, PENANG, Cebu, BRISBANE, VICTORIA, &c. | Krossing         | Brit.  | Jardine, Matheson      |
| SINGAPORE                                        | Nippon           | Brit.  | Doddwell & Co. Ltd.    |
| SINGAPORE, PENANG & BELAWAN-DELI                 | China            | Am.    | China Mail S.S. Co.    |
| CALCUTTA via STRAITS & RANGOON                   | Van Waerwyck     | Dut.   | Yama-China-Japan-L     |
| CALCUTTA & RANGOON via SINGAPORE & PENANG        | Gregory Apoc     | Brit.  | P. & O. B. L. & A. L.  |
| LOS ANGELES, CALIFORNIA I.S.A.                   | Takao Maru       | Jap.   | Nippon Yusen Kaish     |
| AUSTRIAN PORTS                                   | West Hinton      | Am.    | Los Angeles Pacific    |
| AUSTRALIAN PORTS via MANILA                      | Taiyuan          | Brit.  | Butterfield & Swir     |
| AUSTRALIAN PORTS via MANILA                      | Bwah Ping        | Chi.   | The China & Austr      |
| AUSTRALIAN PORTS                                 | Nikko Maru       | Jap.   | Nippon Yusen Kaish     |
| BUENOS AIRES, RIO DE JANEIRO, SANTO, &c.         | Eastern          | Brit.  | P. & O. B. L. & A. L.  |
| VAL PARABO via JAPAN, LONDON, SAN FRANCISCO, &c. | Kashima Maru     | Jap.   | Osaka Shosen Kaish     |
| NAGASAKI, KORE & YOKOHAMA                        | Kio Maru         | Jap.   | Toyo Kisen Kaisha      |
| JAPAN PORTS                                      | Aki Maru         | Jap.   | Nippon Yusen Kaish     |
| JAPAN                                            | Nanking Maru     | Jap.   | Osaka Shosen Kaish     |
| SHANGHAI                                         | Hokuto Maru      | Brit.  | Doddwell & Co. Ltd.    |
| SHANGHAI, KORE & YOKOHAMA                        | Sinking          | Brit.  | Butterfield & Swir     |
| SHANGHAI & TIENTSIN                              | Yokobama Maru    | Jap.   | Nippon Yusen Kaish     |
| SHANGHAI & JAPAN                                 | Ningpo           | Brit.  | Butterfield & Swir     |
| SHANGHAI, KORE & YOKOHAMA                        | Delta            | Brit.  | P. & O. B. L. & A. L.  |
| AMOI, SHANGHAI & PUKOW                           | Pilsna           | Brit.  | Doddwell & Co. Ltd.    |
| SWATOW & BANGKOK                                 | Armand Behic     | Fran.  | Messageries Maritim    |
| SWATOW, AMOI & FOOSHOW                           | Shantung         | U.S.A. | Butterfield & Swir     |
| SWATOW, AMOI & FOOSHOW                           | Chengta          | Brit.  | Butterfield & Swir     |
| SWATOW, AMOI & FOOSHOW                           | Huang            | Brit.  | Douglas Lapsack & C    |
| HAIPOUNG via HINGOW                              | Haiching         | Brit.  | Douglas Lapsack & C    |
| KEELUNG via SWATOW & AMOI                        | Hailong          | Brit.  | Douglas Lapsack & C    |
| TAKAO via SWATOW & AMOI                          | Lokang           | Brit.  | Jardine, Matheson      |
| MANILA                                           | Kaijo Maru       | Jap.   | Osaka Shosen Kaish     |
| MANILA                                           | Roshti Maru      | Jap.   | Osaka Shosen Kaish     |
| SAIGON, BANGKOK & SINGAPORE                      | Loongsang        | Brit.  | Jardine, Matheson &    |
| JAVA                                             | Nanking          | Am.    | China Mail S.S. Co.    |
| JAVA                                             | Shisen Maru      | Jap.   | Osaka Shosen Kaish     |
| JAVA                                             | Chidar           | Dut.   | Yama-China-Japan L     |
| JAVA                                             | Bojoan Maru      | Brit.  | Bowell & Co. Ltd.      |







## POST OFFICE NOTICE

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

| FROM                              | PER          | DUR.       |
|-----------------------------------|--------------|------------|
| SHANGHAI                          | Tungchow     | 4th inst.  |
| STRAITS AND CALCUTTA              | Sanki Maru   | 4th inst.  |
| MANILA                            | Tungchow     | 4th inst.  |
| MANILA AND AUSTRALIA              | Tungchow     | 4th inst.  |
| EUROPE via Suez (Letters only)    | Proterius    | 5th inst.  |
| London 2nd Dec.                   | Proterius    | 5th inst.  |
| JAPAN                             | Tabioka Maru | 5th inst.  |
| SHANGHAI                          | Yingchow     | 5th inst.  |
| STRAITS AND CALCUTTA              | Yingchow     | 5th inst.  |
| JAPAN AND SHANGHAI                | Yingchow     | 5th inst.  |
| EUROPE via Suez (Newspapers only) | Yingchow     | 5th inst.  |
| London 2nd Dec.                   | Yingchow     | 5th inst.  |
| STRAITS                           | Fookang      | 5th inst.  |
| STRAITS AND CALCUTTA              | Fookang      | 5th inst.  |
| EUROPE via Suez (Letters only)    | Fookang      | 5th inst.  |
| London 2nd Dec.                   | Fookang      | 5th inst.  |
| JAPAN                             | Glenfalloch  | 9th inst.  |
| STRAITS                           | Rangoon Maru | 10th inst. |

## OUTWARD MAILS.

| FOR                                                                                                          | PER         | DATE                      |
|--------------------------------------------------------------------------------------------------------------|-------------|---------------------------|
| *Swatow and *Bangkok                                                                                         | Chengtu     | Tuesday, 4th, 8.00 A.M.   |
| *Swatow, *Amoy and *Fookang                                                                                  | Hai Loong   | Tuesday, 4th, 11.00 A.M.  |
| Seigon, *Straits and *Bangkok                                                                                | Shisan Maru | Tuesday, 4th, 3.00 P.M.   |
| Amoy, *Shanghai and *North China                                                                             | Shantung    | Tuesday, 4th, 3.00 P.M.   |
| Hankow                                                                                                       | Hakka       | Tuesday, 4th, 3.00 P.M.   |
| Swatow, *Shanghai and *North China                                                                           | Kowshing    | Tuesday, 4th, 3.00 P.M.   |
| Tourane                                                                                                      | Kwai Wah    | Tuesday, 4th, 3.00 P.M.   |
| Seigon                                                                                                       | Telenachus  | Wednesday, 5th, 9.00 A.M. |
| Hankow and Haiphong                                                                                          | Lokang      | Wednesday, 5th, 9.00 A.M. |
| Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island                                    | Taiyuan     | Wednesday, 5th, 1.45 P.M. |
| Shanghai, North China and Japan                                                                              | Fookang     | Wednesday, 5th, 3.30 P.M. |
| *Shanghai and *North China                                                                                   | Hop Sang    | Wednesday, 5th, 5.00 P.M. |
| *Shanghai and *North China                                                                                   | Sinkiang    | Thursday, 6th, 11.00 A.M. |
| *Shanghai and *North China                                                                                   | Hakka       | Thursday, 6th, 11.00 A.M. |
| *Shanghai and *North China                                                                                   | Takoooway   | Thursday, 6th, 3.00 P.M.  |
| *Shanghai and *North China                                                                                   | Wing Sang   | Friday, 7th, 7.00 A.M.    |
| SEASIDE, NORTH CHINA, JAPAN, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA and EUROPE via VANCOUVER, B.C. | Monkale     | Friday, 7th, 10.30 A.M.   |
| Philippine Islands                                                                                           | Loingang    | Friday, 7th, 2.00 P.M.    |
| *Shanghai and *North China                                                                                   | Ningpo      | Saturday, 8th, 11.00 A.M. |
| *Shanghai and *North China                                                                                   | Fookang     | Saturday, 8th, 1.00 P.M.  |
| Swatow, Amoy, and *Fookang                                                                                   | Hai Hong    | Sunday, 9th, 9.00 A.M.    |
| Swatow, Amoy, and *Fookang                                                                                   | Kanchoo     | Tuesday, 11th, 8.00 P.M.  |
| Swatow, Amoy, and *Fookang                                                                                   | Seckuen     | Tuesday, 11th, 11.00 A.M. |
| Amoy, *Shanghai, Ceylon, Mauritius, Straits, *Shanghai, South Africa India, via Durban, Bombay and Aden      | Dilwara     | Tuesday, 11th, 11.00 A.M. |

\* Correspondence bearing vessel's name only.

From Sheungwan Western Branch P.O.

| FOR                | ON WEEK-DAYS                 | ON SUNDAYS | ON HOLIDAYS            |
|--------------------|------------------------------|------------|------------------------|
| Canton and Samshui | 7.30 A.M.<br>9.30 P.M.       | 9.30 P.M.  | 7.30 A.M.<br>9.30 P.M. |
| Tai Ping Tung      | 9.30 P.M.                    | 9.30 P.M.  | 9.30 P.M.              |
| Shik Ki            | 9.30 P.M.                    | 9.30 P.M.  | 9.30 P.M.              |
| Kongmoon           | 8.00 P.M.                    | 8.00 P.M.  | 8.00 P.M.              |
| Kaukong            | 8.00 P.M.                    | 8.00 P.M.  | 8.00 P.M.              |
| Wachow             | Except Saturday<br>4.00 P.M. | 10.00 A.M. | 4.00 P.M.              |

## THE BLUE FUNNEL LINE.

### REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

#### LONDON SERVICE

(DIRECT)

|          |                                        |
|----------|----------------------------------------|
| "MAHAON" | 11TH JAN. London, Rotterdam & Hamburg. |
| "RHESUS" | 15TH JAN. London, Amsterdam & Hamburg. |
| "CANFA"  | 25TH JAN. London, Amsterdam & Hamburg. |
| "IXION"  | 6TH FEB. London, Amsterdam & Antwerp.  |
| "MENTOR" | 22ND FEB. London, Amsterdam & Hamburg. |

#### LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

|               |                                          |
|---------------|------------------------------------------|
| "ALCINOUS"    | 9TH JAN. Barcelona, Havre & Liverpool.   |
| "HECTOR"      | 18TH JAN. Genoa & Liverpool.             |
| "BELLEROPHON" | 19TH JAN. Genoa, Marseilles & Liverpool. |

#### PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA)

|             |           |
|-------------|-----------|
| "TEUCER"    | 1ST FEB.  |
| "PROTERIUS" | 17TH FEB. |
| "TALTYBIUS" | 12TH MAR. |

Victoria, Seattle, Tacoma & Vancouver.

#### NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

|            |           |
|------------|-----------|
| "LAOMEDON" | 10TH JAN. |
|------------|-----------|

via Suez.

#### HOMEWARD PASSENGER SERVICE

|             |                                 |
|-------------|---------------------------------|
| "ANCHISES"  | 1ST FEB. for Liverpool direct.  |
| "MENTOR"    | 22ND FEB. for London direct.    |
| "TEIRESIAS" | 1ST MAR. for London direct.     |
| "STENTOR"   | 15TH MAR. for Liverpool direct. |

FOR FREIGHT AND ALL INFORMATION APPLY TO—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

COMMERCIAL  
OPENING QUOTATIONS.

| On                                 | January 3rd.               |
|------------------------------------|----------------------------|
| On London                          | Telegraphic Transfer 3/4   |
| Bank Bills, on demand              | 3/4                        |
| Bank Bills, at 30 days sight       | 3/4                        |
| Bank Bills, at 4 months sight      | 3/4                        |
| Credita, at 4 months sight         | 3/4                        |
| Documentary Bills, at months sight | 3/4                        |
| On PANAMA                          | Bank Bills, on demand 9/16 |
| Credita, at months sight           | 9/16                       |
| On NEW YORK                        | Bank Bills, on demand 5/16 |
| Credita, at 60 days sight          | 5/16                       |
| On BOMBAY                          | Telegraphic Transfer 2/11  |
| Bank Bills, on demand              | 2/11                       |
| On CALCUTTA                        | Telegraphic Transfer 2/11  |
| Bank Bills, on demand              | 2/11                       |
| On SHANGHAI                        | Bank Bills, at sight 1/10  |
| Private, 30 days sight             | 1/10                       |
| On YOKOHAMA                        | On demand 1/10             |
| On MANILA                          | On demand 1/10             |
| On SINGAPORE                       | On demand 1/10             |
| On BATAVIA                         | On demand 1/10             |
| On HONGKONG                        | On demand 1/10             |
| On SINGAPORE                       | On demand 1/10             |
| On BANGKOK                         | On demand 1/10             |
| On SOERABAYA                       | On demand 1/10             |
| On GOLD LANE                       | On demand 1/10             |
| On HONGKONG                        | On demand 1/10             |
| On SINGAPORE                       | On demand 1/10             |
| On BANGKOK                         | On demand 1/10             |
| On SOERABAYA                       | On demand 1/10             |
| On GOLD LANE                       | On demand 1/10             |
| On HONGKONG                        | On demand 1/10             |
| On SINGAPORE                       | On demand 1/10             |
| On BANGKOK                         | On demand 1/10             |
| On SOERABAYA                       | On demand 1/10             |
| On GOLD LANE                       | On demand 1/10             |

## HONGKONG SAVINGS BANK

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION  
A. G. STEPHEN,  
Chief Manager.

Hongkong, December 29th, 1920.

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$20,000,000.00  
Paid-up Capital ... 12,573,800.00  
Reserve Fund ... 4,116,720.00

HONGKONG BRANCH—20-31, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd.  
New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits, terms on application.

Every description of Banking Business transacted.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

TSU YEE EEL,  
Manager.

Hongkong, November 28th, 1920.

## THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.  
HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000  
Reserve Fund ... \$3,500,000  
Reserve Liability of Proprietors ... \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. OROOKATT,  
Manager.

Hongkong, January 1st, 1921.

## BANQUE INDUSTRIELLE

DE CHINE  
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000  
SUBSCRIBED CAPITAL ... F. 150,000,000  
PAID UP ... F. 75,000,000  
RESERVE FUNDS ... F. 80,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC.

Chairman of the Board: André Berthelot  
of Directors: A. J. Pernotie  
General Manager: HEAD OFFICE: 71, Rue Saint-Lazare, PARIS.

BRANCHES:  
Lyo. Hongkong Yunnanfu  
Marseilles Hanoi Vladivostok  
Peking Singapore Fookchow  
Shanghai Canton Swatow  
Tientsin Saigon Yokohama  
Hankow Haiphong Moukden  
New York London Antwerp  
Bordeaux Tainanfu Phnom-Penh  
Dunkerque, Batavia

BANKERS:  
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.  
In LONDON: London Joint City & Midland Bank, Ltd.  
In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: OIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

M. MONTABAILLON,  
Manager.

Hongkong, October 15th, 1920.

## BANKS

## THE CHINA SPECIFIC BANK, LTD.

HEAD OFFICE:  
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors  
Mr. WONG SHU HAM.

Chief Manager: Mr. L. S. HOLME.  
Asst. Manager: Mr. K. T. WONG.  
Hongkong Manager: Mr. L. P. ALLAN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent and 5 per cent per annum, respectively.

L. S. HOLME,  
Chief Manager.

Hongkong, October 2nd, 1920. [119]

## THE BANK OF TAIWAN LIMITED

(TAIWAN CHINESE)  
INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 60,000,000  
Capital (Paid-up) ... 45,000,000  
Reserve Funds ... 9,680,000

## HEAD OFFICE:

TAIPEI, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
FORMOSA—Ginan, Kagi, Kamsu, Kailung, Makung, Nanto, Finar, Shichien, Taichu, Tainan, Takow, Tamsui, Tohyan, Aka.  
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fookchow, Swatow, Canton.  
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent: Russia, Manchuria, Siam, Japan, India, China, Siam, India, Philippines, Java and other Dutch India, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KORDOE,  
Manager.

HONGKONG BRANCH:  
2, Des Vaux Road, Central,  
Hongkong, September 1st, 1920. [41]

## THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE:  
15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000  
Subscribed Capital ... £1,800,000  
Paid-up Capital ... £1,050,000  
Reserve Fund ... £1,050,000

Bankers:  
THE BANK OF ENGLAND,  
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:  
Bombay Hongkong Kuala Lumpur Rangoon  
Calcutta Hongkong Madras Shanghai  
Colonbo Kandy New York Singapore  
Delhi Karachi Penang  
Galle Kota Bharu Port Louis (Mauritius).

HONGKONG BRANCH:  
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. G. WILSON,  
Acting Manager.

7, Queen's Road Central,  
Hongkong, June 30th, 1920. [43]

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:  
No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL ... \$2,000,000.00  
RESERVE FUND ... 200,000.00

DIRECTORS:  
Mr. Pong Wai Tung, Chairman.  
Mr. Chow Shou Son, Mr. K. A. Ting P. C.  
Mr. Li Koon Chun, Mr. Mok Ching Kong,  
Mr. Fung Ping Shan, Mr. Wong Yan Tung,  
Mr. P. K. Kwok, Mr. Chan Ching Shai,  
Mr. Ng Chung Lok.

Chief Manager: Mr. K. A. Ting P. C.  
Asst. Manager: Mr. Li Koon Chun.

BRANCHES & AGENCIES:  
LONDON SAN FRANCISCO  
SHANGHAI YOKOHAMA  
KOBE SAIGON  
SINGAPORE PENANG  
TIENTSIN HANKOW  
MANILA BATAVIA  
BAMARANG SOERABAYA

London Bankers: The London Joint City & Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per cent.  
For 6 months at the rate of 4 per cent.  
For 12 months at the rate of 4 1/2 per cent.

KAN TONG PO,  
Chief Manager.

Hongkong, October 1st, 1920. [61]

KONINKLYKE PAKETVAART  
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched to  
SINGAPORE, PENANG AND BELAWAN DELI

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574 Agents. 78

## WATERHOUSE LINE.

## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

## SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST JESTER" 10th Jan., 1921

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,

22 1st Floor, Hotel Maunsell Telephone 3507.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" January 13th.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 113, Connaught Road Central.

## ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital \$4,000,000

Surplus \$1,100,000

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES: SHANGHAI, HANKOW, SINGAPORE, TIENTSIN, CANTON, PEKING, MANILA, CHANGSHA.

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.

Payable Throughout the World.

VERNE CLAIR, Acting Manager.

1087

## HONGKONG AND SHANGHAI

## BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS ... \$1,500,000

STERLING ... \$2,000,000

SILVER ... \$2,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. E. V. D. P. Chairman

A. M. Cornwell, Esq., Deputy Chairman

G. M. Dowell, Esq., Hon. Mr. J. Johnston

G. T. M. Edkins, Esq., A. O. Lang, Esq.

A. S. Gabbay, Esq., W. L. Patterson, Esq.

Hon. Mr. P. H. Halyard, J. A. Plummer, Esq.

Chief Manager: Hongkong—A. G. STEPHEN, Esq.

Acting Manager: Shanghai—H. G. STURT, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND PARK'S BANK, LIMITED.

CURRENT ACCOUNTS opened for local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local currency and Sterling on terms which will be quoted on application.

A. G. STEPHEN,  
Chief Manager.

Hongkong, December 29th, 1920.

## THE INDUSTRIAL &amp; COMMERCIAL

## BANK, LTD.

Head Office: 4, Des Vaux Road Central.

Hankow Branch: Peking Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, SAVINGS, and FIXED DEPOSITS bear interest at rates of 2 per cent, 4 per cent, 5 per cent, and 6 per cent, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

HONGKONG, JAN. 1st, 1921.

Printed and Published by the

Office of the

## BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Fr. 70,000,000.00

Paid up Capital ... Fr. 68,400,000.00

Reserve Funds ... Fr. 68,567,000.00

BRANCHES:

Bangkok Hongkong Saigon

Beifanghang Hankow Shanghai

Canton Moukden Singapore

Hankow Peking Tientsin

Hankow Peking Tientsin

Hankow Peking Tientsin

Hankow Peking Tientsin

Hankow Peking Tientsin

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